SOUTHERN PACIFIC COMPANY

(PACIFIC LINES)

TIME TABLE

FOR THE

SACRAMENTO DIVISION

160

To Take Effect Monday, June 17, 1940, at 12:01 A. M.

PACIFIC STANDARD TIME (120th MERIDIAN)

For the government and information of employes only.

L. B. McDONALD,
General Manager.

W. B. KIRKLAND,
Superintendent of Transportation.

G. C. BAKER,
Assistant Superintendent of Transportation.

C. F. DONNATIN,
Assistant General Manager.

W. L. HACK,
Superintendent.

EASTWARD

SACRAMENTO SUBDIVISION

Capacity of Sidings in car lengths	THIRD CLASS							SECOND CLASS	FIRST CLASS										Distance from San Francisco		Time Table No. 160 June 17, 1940	
	490	488	486	482	478	470	442	421	606	28	88	102	48	14	16	290	210	10				
	Freight	Freight	Freight	Freight	Freight	Portland Freight	Mdse.	Freight	Mixed	San Francisco Overland Limited	Challenger	Streamliner City of San Francisco	Forty-Niner and Treasure Island Special	Pacific Limited	West Coast	Mixed	Sierra	Fast Mail				
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday	Leave Daily Ex. Sunday and Monday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave 2, 8, 14, 20 & 26th	Leave ★See Note	Leave Daily	Leave Daily	Leave Daily Ex. Sunday & Holidays	Leave Daily	Leave Daily			STATIONS	
Term. Yard BKWO TYPI					8.30 AM	6.00 AM	1.15 AM			11.45 PM	11.20 PM	5.53 PM	2.03 PM	11.30 AM	10.10 AM	1.20 AM	12.55 AM	12.45 AM	89.0 88.9	A. B. S.	TO-R SACRAMENTO 2.9	No. 2 Track
IYP								1.10 AM		11.52	11.27	6.00	2.10	11.37	10.17	1.45	1.05	12.55	91.8		ELVAS 1.7	
PW																			93.5		SWANSTON 1.4	
South 92 P Center 86										11.58 PM	11.32	6.04	2.15	11.43	10.22	1.50	1.11	1.01	94.9		BENALI 7.9	
60 P										12.08 AM	11.42	6.12	2.23	11.52 AM	10.32	2.02	1.21	1.11	102.8		ANTELOPE 3.8	
Term. Yard BKTW OPY	9.00 PM	4.00 PM	12.30 PM	3.00 AM	9.15 AM	6.45 AM	2.00 AM	1.50 AM		s 12.16 12.25	s 11.50 11.58 PM	6.18	2.31 2.36	s 12.01 PM 12.10	s 10.40 AM	s 2.10 AM	s 1.30 1.38	s 1.20 1.28	106.6		TO-R ROSEVILLE 4.0	
P																	f 1.48		110.6		ROCKLIN 9.6	
81 WP	9.40	4.40	1.10	3.40						12.50	12.23 AM	6.39	2.58	f 12.35			s 2.05	1.50	120.2		TO-R NEWCASTLE 4.0	
75 WP										12.58	12.31	6.46	3.05	f 12.45			s 2.20	1.56	124.2		AUBURN, NEVADA ST. 4.9	
66 P										1.07	12.39	6.54	3.13	12.54			2.29	2.04	129.1		BOWMAN 5.2	
70 W										1.16	12.47	7.01	3.21	1.02			2.37	2.12	134.3		EAST APPLEGATE 3.3	
71 P										1.22	12.52	7.06	3.26	f 1.08			s 2.45	2.17	137.6		N. E. MILLS 4.1	
Yard YPWBK	10.30	5.50	2.00	4.30						s 1.40	s 1.07	7.17	3.38	s 1.25			s 3.20	s 2.35	141.7		TO-R COLFAX 4.4	
53 P										1.53	1.20	7.26	3.50	1.37			f 3.31	2.46	146.1 146.0		CAPE HORN 6.2	
119 PWOY	11.15 PM	6.45	2.45	5.15						2.07	1.33	7.39	4.03	1.50			s 3.45	2.59	152.2	A. T. C.	TO GOLD RUN 4.6	
5 Spur P										2.18	1.44	7.49	4.14	2.00			f 3.56	3.08	156.8		TO TOWLE 3.9	
77 P		**7.58**	3.55							2.30	1.55	**7.58**	4.25	2.09			f 4.06	3.16	160.7		MIDAS 4.1	
76 WP	1.10 AM	9.00	**4.36**	7.30						2.42	2.07	8.07	**4.36**	2.18			4.16	3.25	164.8		KNAPP 0.7	
PTW																	s 4.18		165.5 166.6		BLUE CANON 5.2	
82 Yard IPTW										3.05	2.30	8.19	4.52	f 2.37			s 4.38	3.38	171.8		TO EMIGRANT GAP 6.1	
77 PW	2.10	9.40	6.20	8.20						3.20	2.44	8.31	5.05	2.50			f 4.52	3.50	177.9		CRYSTAL LAKE 2.4	
PWT														f 2.56			s 4.58		180.3		CISCO 5.2	
63 PW	**3.00**									3.40	**3.00**	8.47	5.21	3.08			5.10	4.05	185.5		TROY 6.5	
114 KPTWBI	**3.55**	11.00 PM	7.10	9.30						**3.55**	3.15	9.02	5.36	f 3.22			s 5.27	4.18	192.0		TO NORDEN 4.8	
																			196.8 198.2		EDER 4.7	
71 PW										4.15	3.35	9.21	5.56	3.42			5.47	4.38	202.9		STANFORD 5.1	
Yard PWTYOBK	**4.53**	12.20 AM	8.15	10.50 AM						4.30	s 3.50	9.30	6.07	s 4.00			s 6.10	s **4.53**	208.0	A. B. S.	TO-R TRUCKEE 10.1	
106 P										4.47	4.07	9.44	6.24	4.17			6.30	5.09	218.1		HINTON 4.3	
72 PW										4.54	4.14	9.51	6.31	4.24			f 6.40	5.16	222.4		FLORISTON 10.0	
132 P	5.57	1.30	**10.04**	12.10 PM						5.10	4.30	**10.04**	6.46	4.40			s 7.00	5.31	232.4		VERDI 10.5	
Term. Yard P									6.55 PM	s 5.30 5.40	s 4.50 5.00	s 10.25	s 7.08	s 5.00 5.13			s 7.20 7.45	s 5.50 6.05	242.9		RENO 2.6	
									f 7.03		f			f 5.20			s 7.55		245.5		SPARKS (PSGR. STA.) 0.7	
OWT	7.15 AM	2.35 AM	10.45 PM	1.05 PM					s 7.07 PM	s 5.55 AM	s 5.15 AM	s 10.35 PM	s 7.20 PM	s 5.25 PM			s 8.00 AM	s 6.15 AM	246.2		TO-RSPARKS (DSP. OFF.)	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Monday	Arrive Daily Ex. Sunday and Monday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive 2, 8, 14, 20 & 26th	Arrive ★See Note	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday & Holidays	Arrive Daily	Arrive Daily			154.9	
	(10.15) 13.40	(10.35) 12.97	(10.15) 13.40	(10.05) 13.62	(0.45) 23.47	(0.45) 23.47	(0.45) 23.47	(0.40) 22.20	(0.12) 16.50	(6.10) 25.12	(5.55) 26.18	(4.42) 32.96	(5.17) 29.32	(5.55) 26.18	(0.30) 35.20	(0.50) 21.12	(7.05) 21.87	(5.30) 28.16			..........Time over District ....Average Speed per Hour	

★No. 48 leaves and arrives on 4th, 5th, 6th, 10th, 11th, 12th, 16th, 17th, 18th, 22nd, 23rd, 24th, 28th, 29th and 30th of each month.

Rules 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, and other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

At Emigrant Gap—Time of first-class schedules applies at Passenger Station and time in train orders applies at siding.

No. 210 stop at Boca to exchange mail by locker.

Eastward third-class and extra trains may run ahead of No. 606 from Reno.

Additional Stations:

Planehaven 97.5
Walerga, 99.4
Lincoln Ave., Penryn, 115.5
Clipper Gap, 131.4
Lander, 139.0
Magra, 148.5
Dutch Flat, 154.1
Alta, 156.0
Forebay, 163.0
Smart, 173.3
Yuba Pass, 176.1
Tamarack, 183.7
Spruce, 187.8
Soda Springs, 190.4
Andover, 200.6
Boca, 216.3
Wickes, 221.9
Mystic, 225.5
Calvada, 228.5
Mogul, 235.8
Lawton, 237.1

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
14	Soda Springs			
28	Any Station	Receive Revenue Passengers	Ogden	
88	Any Station	Receive Revenue Passengers	Sparks	
88	Auburn, Nev. St.	Discharge		Berkeley
210	Troy	Thursdays		
210	Spruce Andover	Sundays and Tuesdays		
210	Eder	Tuesdays and Saturdays		
210	Dutch Flat Soda Springs			

SACRAMENTO SUBDIVISION

WESTWARD

Time Table No. 160

June 17, 1940

	Capacity of Sidings in Car Lengths		STATIONS		Distance from Sparks	FIRST CLASS										SECOND CLASS	THIRD CLASS		
						49	101	289	295	21	15	605	9	27	87	420	533	535	471
						Forty-Niner and Treasure Island Special	Streamliner City of San Francisco	Sierra	Sierra	Pacific Limited	West Coast	Mixed	Fast Mail	San Francisco Overland Limited	Challenger	Freight	Freight	Freight	Oakland Freight
						Arrive ★See Note	Arrive 7, 13, 19, 25, 31 & 1st	Arrive Daily Ex. Sundays and Holidays	Arrive Sundays and Holidays	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Term. Yard	BKWO TYPI	A. B. S.	TO-R SACRAMENTO 2.9	No. 1 Track	156.4	s 6.35 AM	s 7.10 AM	s 3.10 PM	s 3.30 PM	s 6.15 PM	s 7.00 PM		s 1.55 AM	s 3.55 AM	s 4.40 AM				5.45 PM
	IYP		ELVAS 1.7		153.5	6.26	7.02	3.01	3.21	6.05	6.45		1.45	3.45	4.30	9.10 PM			5.30
	PW		SWANSTON 1.4		151.8			f	f										
	P South 92 Center 86		BENALI 7.9		150.4	6.21	6.58	2.54	3.14	5.59	6.33		1.39	3.39	4.24				
Term. Yard	P 60		ANTELOPE 3.8		142.5	6.13	6.50	2.46	3.06	5.50	6.24		1.30	3.30	4.15				
	TOWY PBK		TO-R ROSEVILLE 4.0		138.7	6.05 6.00	6.44	2.37 s 2.30	2.57 s 2.50	5.40 s 5.32	6.15 PM		1.20 s 1.10	3.20 s 3.10	4.05 s 3.55	8.30 PM	11.00 AM	3.30 AM	5.00 PM
	P		ROCKLIN 3.3		134.7										f				
	P 92		TO LOOMIS 2.7		131.4	5.48	6.34	s 2.14	s 2.34	5.17			12.58	2.55	f 3.33				
	P 49		TO PENRYN 3.0		128.7			f 2.07	f 2.27						f 3.24				
	WP 59		TO-R NEWCASTLE 4.0		125.7	5.36	6.24	s 2.00	s 2.20	f 5.04			12.47	**2.42**	f 3.15			**2.42**	
	P 68		FLINT 0.9		121.7														
	WP 52		TO AUBURN 3.9		120.8	5.26	6.15	s 1.48	s 2.08	f 4.53			12.37	2.30	f 3.02				
	P 90		BOWMAN 2.5		116.9	5.18	6.08	1.37	1.57	4.44			12.29	2.21	f 2.50				
	P No Siding		CLIPPER GAP 3.0		114.4										f				
	P 51		WEST APPLEGATE 3.2		111.4	5.07	5.58	f 1.25	f 1.45	4.33			12.18	2.09	f 2.36				
	Spur P 60		N. E. MILLS 5.0		108.2	5.00	5.52	f 1.17	f 1.37	4.26			12.12	2.02	f 2.27				
	YWPBK Yard		TO-R COLFAX 4.3		103.2	4.50	5.43	s 1.05	s 1.25	s 4.15			s 12.02 AM	s 1.50	s 2.15		8.45	1.15	
	P 57		CAPE HORN 6.2		98.9	4.40	5.34	12.52	1.12	4.03			11.50 PM	1.30	1.56				
	WOYP 67	A. T. C.	TO GOLD RUN 4.6		92.7	4.27	5.23	f 12.39	f 12.59	3.50			11.37	1.16	f 1.43			12.45 AM	
	P Spur 5		TO TOWLE 3.9		88.1	4.18	5.15	f 12.27	f 12.47	3.40			11.28	1.02	f 1.30				
	P 82		MIDAS 4.1		84.2	4.10	5.08	f 12.17	f 12.37	3.31			11.20	12.51	f 1.20				
	P 76		KNAPP 6.0		80.1	4.01	5.00	12.07 PM	12.27	3.22			11.12	12.40	1.10				
	WPI Yard 76		TO EMIGRANT GAP 4.3		74.1	3.49	4.49	f 11.54 AM	f 12.14	3.09			**11.00**	12.25	f 12.56		6.30	**11.00 PM**	
	Summer 79 P		YUBA PASS 1.8		69.8	3.40		11.43	12.03 PM	3.00			10.52	12.13	12.46				
	PW 84		CRYSTAL LAKE 2.4		68.0	3.35	4.36	11.39	11.59 AM	2.55			10.48	12.07	12.41				
	PT		CISCO 5.3		65.6			f 11.34	f 11.54					12.01 AM	f 12.36				
	PW 60 Summer 71		TROY 6.5		60.3	3.20	4.22	11.21	11.41	2.39			10.33	11.44 PM	12.23				
	KIPTBW		TO NORDEN 0.9		53.8	3.07	4.11	s 11.05	s 11.25	2.25			10.20	11.25	s 12.08 AM		5.00	9.30	
	P(Upper) 62 (Lower) 80		SUMMIT 3.1		52.9														
	P 88		DONNER 2.1		49.8	2.57	4.01	10.52	11.12	2.13			10.10	11.10	11.53 PM				
			EDER 4.7		47.7														
	WP 68		STANFORD 5.1		43.0	2.43	3.48	10.38	10.58	1.57			9.56	10.50	11.37				
	Yard PWTYOBK	A. B. S.	TO-R TRUCKEE 8.2		37.9	2.33	**3.39**	s 10.27	s 10.47	s 1.45			s 9.45	s 10.35	s 11.25		**3.39**	8.00	
	P 47		BOCA 1.8		29.7	2.17	3.27	f 10.09	f 10.29	1.25			9.28	10.01	f 11.00				
	P 105		HINTON 4.3		27.9	2.14	3.24	10.05	10.25	1.21			9.25	9.55	10.56				
	P		FLORISTON 9.9		23.6	2.07	3.17	f 9.58	f 10.18	1.14			9.18	9.44	f 10.48				
	P 130		VERDI 10.4		13.7	1.52	3.02	f 9.42	f 10.02	12.58			9.03	9.22	f 10.29				
Term. Yard	P		RENO 2.6		3.3	s 1.35	s 2.46	s 9.25	s 9.45	s 12.40		s 7.00 PM	8.47 s 8.37	9.00 s 8.52	10.10 s 9.53				
			SPARKS (PSGR. STA.) 0.7		0.7			s 9.08	s 9.28	f		f 6.50			s 9.45				
	OWT BPK		TO-R SPARKS (DSP. OFF.)		0.0	1.25 AM	2.40 AM	9.05 AM	9.25 AM	12.20 PM		6.45 PM	8.27 PM	8.40 PM	9.40 PM		1.30 AM	6.00 PM	
			(156.4)			Leave ★See Note	Leave 7, 13, 19, 25, 31 & 1st	Leave Daily Ex. Sundays and Holidays	Leave Sundays and Holidays	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
			Time over District Average Speed per Hour			(5.10) 30.27	(4.30) 34.76	(6.05) 25.71	(6.05) 25.71	(5.55) 26.43	(0.45) 23.60	(0.15) 13.20	(5.28) 28.61	(7.15) 21.57	(7.00) 22.34	(0.40) 22.20	(9.30) 14.51	(9.30) 14.51	(0.45) 23.60

★No. 49 leaves and arrives on 3rd, 4th, 5th, 9th, 10th, 11th, 15th, 16th, 17th, 21st, 22nd, 23rd, 27th, 28th and 29th of each month.

Rules 85, 86, 87 and 93. First-class trains must clear the time of Streamliner No. 101 and No. 102 not less than ten minutes, and other trains and engines must clear the time of Streamliner No. 101 and No. 102 not less than fifteen minutes.

At Loomis—Time applies at Passenger station.

At Emigrant Gap—Time of first-class schedules applies at Passenger Station and time in train orders applies at siding.

Westward trains receiving orders moving eastward trains from Loomis to Newcastle on No. 1 track, must not pass east crossover switch at Newcastle until opposing trains on No. 1 track have arrived, and eastward trains authorized to use No. 1 track Loomis to Newcastle, proceed on No. 1 track to first crossover switch, east of station at Newcastle.

Westward trains must stop east of east crossover switch at Newcastle unless train-order signal indicates "proceed."

No. 87 stop at the following stations to exchange mail by locker: Alta, Dutch Flat.

No. 21 stop at Boca when requested by postal clerk to dispatch registered postal supplies and reduce speed, or stop if necessary, at Norden and Auburn for mail exchange.

Additional Stations:

Lawton, 237.1	Smart, 173.3
Mogul, 235.7	Blue Canon, 165.5-166.6
Calvada, 228.5	Forebay, 163.4
Mystic, 225.5	Alta, 156.0
Wickes, 221.9	Dutch Flat, 154.1
Andover, 200.6	Magra, 148.5
Soda Spgs., 190.4	Lander, 139.0
Spruce, 187.8	Walerga, 99.4
Tamarack, 183.7	Planehaven, 97.5

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
21	Any Station	Discharge Revenue Passengers		Sparks
289 295 87	Soda Springs Blue Canon Dutch Flat Alta			
289 295 87	Any Station	Discharge		Sparks
27	Any Station	Receive Revenue Passengers	Sacramento	
27	Any Station	Discharge		Reno

EASTWARD

SACRAMENTO SUBDIVISION

Time Table No. 160

June 17, 1940

Capacity of Sidings in Car Lengths	THIRD CLASS	SECOND CLASS				FIRST CLASS					Distance from San Francisco		STATIONS
	514	498	496	600	494	20	8	18	24	16			
	Local Freight	Freight	Manifest	Manifest	Freight	Klamath	Shasta	Oregonian	Cascade	West Coast			
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily			
Term. Yard IWYPK	4.05AM			**5.45AM**		11.30PM	11.10PM	9.20PM	7.15PM		75.6	A. B. S.	TO-R DAVIS 5.1
105 P				5.55		11.37	11.17	9.27	7.22		80.7		MERRITT 2.5
17											83.2		MULLEN 1.7
BKIPW Yard 38	**4.35**			6.05		s11.50	11.22	9.34	7.27		84.9		TO-R WOODLAND S. N. S. R. Crossing 5.0
41 P	**5.20**			6.14		11.57PM	11.28	9.40	7.33		89.9		TO YOLO 5.9
31 P	5.45			6.23		12.03AM	11.34	9.46	7.39		95.8		ZAMORA 2.2
19 P											98.0		BRETONA 5.2
31 WP	6.15			6.35		12.11	11.42	9.54	7.47		103.2		DUNNIGAN 3.2
48 P											106.4		HERSHEY 1.9
81 112 YP	6.35			6.43		12.17	11.48	10.00	7.53		108.3		HARRINGTON 5.2
42 P	**6.52**			**6.52**		f12.23	11.54PM	10.06	7.59		113.5		TO ARBUCKLE 4.1
31 P				6.59							117.6		GENEVRA 6.6
48 P	8.00			7.10		s12.43	12.05AM	10.18	8.10		124.2		TO WILLIAMS 4.9
43 P	**8.10**			7.18		12.49	12.10	10.24	8.15		129.1		CORTENA 3.9
56 WP	**8.53**			7.25		f12.54	12.14	10.28	8.19		133.0		TO MAXWELL 5.3
39 P	9.15			**7.34**		1.00	12.20	10.34	8.25		138.3		DELAVAN 3.8
47				7.40		1.04	12.24	10.38	8.29		142.1		NORMAN 2.2
32 P	**9.45**										144.3		LOGANDALE 5.6
60 BKWOYP	10.10AM			7.53		s 1.25	12.33	10.48	8.38		149.9		TO-R WILLOWS 6.9
44 P				**8.08**		1.34	12.41	10.57	8.46		156.8		ARTOIS 3.9
49				8.15		1.38	12.45	11.01	8.50		160.7		GRAPIT 1.3
34 P											162.0		GREENWOOD 3.4
Yard 29 KPW				8.25		s 1.52	12.50	11.07	8.55		165.4		TO-R ORLAND 1.6
38 PY				8.28		1.54					167.0		WYO 6.4
28 P				8.39		2.01	12.59	11.17	9.03		173.4		KIRKWOOD 5.1
42 P				8.49		s 2.15	1.05	11.25	9.09		178.5		TO CORNING 3.1
44 P				**8.59**		2.19					181.6		RICHFIELD 4.7
110 YP		7.25PM	11.25AM	9.10	3.25AM	2.25	1.13	11.35	9.17	1.45PM	186.3		R TEHAMA 2.1
Term. Yard BKWOPY		7.35PM	11.35AM	9.20AM	3.35AM	s **2.35AM**	s 1.20AM	s11.40PM	s 9.22PM	s 1.55PM	188.4		TO-R GERBER
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(112.8)
	(6.05) 12.21	(0.10) 12.60	(0.10) 12.60	(3.35) 31.48	(0.10) 12.60	(3.05) 36.58	(2.10) 52.06	(2.20) 48.34	(2.07) 53.29	(0.10) 12.60			..........Time over District.......... ....Average Speed per Hour..........

At Tehama, schedule time and time in train orders apply at the junction switch.

Train on a wait order or run late should not pass junction switch at Tehama unless time has elapsed or expected train has arrived and is in siding.

Trains meeting at Tehama: If eastward train holds main track, it should not pass overlap box located 2400 feet east of junction switch until westward train has arrived, to avoid "stop" signal indication at Gerber for westward train.

No. 20 not exceed 25 M.P.H. passing Richfield Sundays.

No. 19 stop at Corning for first class mail dispatched by No. 20 and at Orland for mail should No. 20 not make Orland or beyond for No. 19.

Additional Stations:

Dufour, 92.1
Ronda, 93.7
Delphos, 126.8
Riz, 146.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
8	Any Station	Receive	East of Gerber where scheduled to stop.	
18	Woodland Williams Willows Orland Corning	Discharge		Davis
18	Any Station	Receive	Eugene	
20	Any Station	Discharge		Davis
20	Arbuckle	Receive or Discharge Parcel Post		

SACRAMENTO SUBDIVISION

WESTWARD

Time Table No. 160

June 17, 1940

A. B. S.

			FIRST CLASS						THIRD CLASS				
		Distance from Gerber	19	7	291	23	17	15	495	497	601	499	515
			Klamath	Shasta	Mixed	Cascade	Oregonian	West Coast	Freight	Manifest	Manifest	Freight	Local Freight
	STATIONS		Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday & Holidays	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
TO-R	DAVIS 5.1	112.8	s 4.50 AM	s **5.45** AM	s 10.25 AM	s 11.05 AM	s 4.15 PM				3.45 PM		12.30 PM
	MERRITT 2.5	107.7	4.41	5.36	f 10.15	10.56	4.06				3.35		12.15 PM
	MULLEN 1.7	105.2			f								
TO-R	WOODLAND S. N. R. R. Crossing 5.0	103.5	**4.35**	s 5.30	s 10.07	10.51	s 4.00				3.25		11.55 AM
TO	YOLO 5.9	98.5	4.28	**5.20**	f 9.55	10.44	3.48				3.15		11.00
TO	ZAMORA 2.2	92.6	4.22	5.14	f 9.45	**10.38**	3.42				3.05		**10.38**
	BRETONA 5.2	90.4			f								
	DUNNIGAN 3.2	85.2	4.14	5.06	f 9.35	10.30	3.34				2.53		10.10
	HERSHEY 1.9	82.0			f								
	HARRINGTON 5.2	80.1	4.08	5.00	f 9.27	10.24	3.28				2.45		9.40
TO	ARBUCKLE 4.1	74.9	4.02	4.54	s **9.20**	10.18	3.22				2.37		**9.20**
	GENEVRA 6.6	70.8		4.48	f 9.13		3.16				2.30		
TO	WILLIAMS 4.9	64.2	3.51	f 4.40	s 9.05	10.07	s 3.08				2.20		8.40
	CORTENA 3.9	59.3	3.46	4.33	f 8.58	10.02	2.59				2.12		**8.10**
TO	MAXWELL 5.3	55.4	3.42	4.29	s **8.53**	9.58	2.55				2.06		7.55
	DELAVAN 3.8	50.1	3.36	4.22	f 8.45	9.52	2.49				1.58		**7.34**
	NORMAN 2.2	46.3			f								
	LOGANDALE 5.6	44.1	3.29	4.15	f 8.37	**9.45**	2.42				1.49		7.15
TO-R	WILLOWS 6.9	38.5	3.22	s 4.08	8.30 s 8.20	9.37	s 2.35				1.40		7.00 AM
	ARTOIS 3.9	31.6	3.14	3.55	f **8.08**	9.28	2.22				1.28		
	GRAPIT 1.3	27.7	3.10	3.51	f 8.02	9.24	2.18						
	GREENWOOD 3.4	26.4			f								
TO-R	ORLAND 1.6	23.0	3.05	s 3.45	s 7.55	9.19	s 2.12				1.11		
	WYO 6.4	21.4	3.02	3.40	f 7.43	9.16	2.07				1.08		
	KIRKWOOD 5.1	15.0	2.55	3.33	f 7.33	9.09	2.00				12.58		
TO	CORNING 3.1	9.9	2.48	s 3.27	7.25 s 7.05	9.03	s 1.53				12.50		
	RICHFIELD 4.7	6.8		3.19	f	**8.59**	1.44				12.44		
R	TEHAMA 2.1	2.1	2.39	3.14	6.50 AM	8.54	1.39	s 3.04 PM	12.13 AM	8.13 AM	12.37	4.13 PM	
TO-R	GERBER	0.0	**2.35** AM	3.10 AM		8.50 AM	1.35 PM	3.00 PM	12.05 AM	8.05 AM	12.30 PM	4.05 PM	
	(112.8)		Leave Daily	Leave Daily	Leave Daily Ex. Sunday & Holidays	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	Time over District Average Speed per Hour		(2.15) 50.13	(2.35) 43.66	(3.35) 30.89	(2.15) 50.13	(2.40) 42.30	(0.04) 31.50	(0.08) 15.75	(0.08) 15.75	(3.15) 34.71	(0.08) 15.75	(5.30) 13.51

At Tehama, schedule time and time in train orders apply at the junction switch. Train on a wait order or run late should not pass junction switch at Tehama unless time has elapsed or expected train has arrived and is in siding.

Trains meeting at Tehama: If eastward train holds main track, it should not pass overlap box located 2400 feet east of junction switch until westward train has arrived, to avoid "stop" signal indication at Gerber for westward train.

No. 19 stop at Corning for first-class mail dispatched by No. 20 and at Orland for mail should No. 20 not make Orland or beyond for No. 19.

Additional Stations:

Dufour, 92.1
Ronda, 93.7
Delphos, 126.8
Riz, 146.0

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
7	Maxwell	Receive	Martinez	
7	Arbuckle	Receive	Richmond	
7	Dunnigan	Receive Saturdays, Sundays and Holidays	Richmond	
7	Any Station	Discharge		Black Butte
17	Arbuckle	Receive	Davis	
291	Dufour Ronda	Receive or Discharge	Any Station	Any Station

EASTWARD — SACRAMENTO SUBDIVISION — WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS	SECOND CLASS			FIRST CLASS		Distance from San Francisco	Time Table No. 160 June 17, 1940	Distance from Tehama	FIRST CLASS	THIRD CLASS			FOURTH CLASS
	500 Local Freight	498 Freight	496 Manifest	494 Freight	16 West Coast	290 Mixed		STATIONS		15 West Coast	495 Freight	497 Manifest	499 Freight	501 Local Freight
	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday & Holidays				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday
Term. Yard BKOPTWY	1.00 AM	4.05 PM	8.05 AM	12.05 AM	10.40 AM	2.10 AM	106.6	TO-R ROSEVILLE 6.2	105.1	s 6.15 PM	3.40 AM	11.40 AM	7.40 PM	2.00 AM
105 P	**1.25**	4.20	8.20	12.20	10.53	2.35	112.8	WHITNEY 4.2	98.9	6.02	3.26	11.26	7.26	**1.25**
114 PW	**2.45**	4.28	8.28	12.28	s 11.00	s **2.45**	117.0	TO LINCOLN 4.0	94.7	s 5.55	3.18	11.18	7.18	1.15
34 P							121.0	EWING 1.1	90.7					
101 P	**3.09**	4.37	8.37	**12.37**	**11.09**	2.58	122.1	BROCK 2.7	89.6	5.43	**3.09**	**11.09**	7.09	**12.37**
29					11.13	f **3.04**	124.8	SHERIDAN 3.3	86.9	5.38	**3.04**			
130 PW	3.45	4.48	8.48	12.48	f 11.18	s 3.10	128.1	TO WHEATLAND 6.1	83.6	f 5.32	2.57	10.57	6.57	12.05 AM
96 P	4.00	4.59	8.59	12.59	11.26	3.20	134.2	OSTROM 5.6	77.5	5.21	2.46	10.46	6.46	11.25 PM
							139.8	DANTONI JCT. 1.0	71.9					
Yard BKIYOWP	5.45	**5.12**	9.12	1.12	s 11.40	s 3.33 4.00	140.8	TO-R MARYSVILLE 1.0	70.9	s **5.12**	2.34	10.34	6.34	11.00
							141.8	W. P. R. R. Crossing 2.9	69.9					
106 WP	5.55	5.22	9.22	1.22	11.47	4.08	144.7	BERG 3.0	67.0	4.58	2.24	10.24	6.24	9.40
38	6.10	5.28	9.28	1.28	11.51	4.13	147.7	LOMO 2.1	64.0	4.54	2.18	10.18	6.18	9.30
16							149.8	SUNSET 1.7	61.9					
48 IP	6.30	5.35	9.35	1.35	f 11.58 AM	s 4.23	151.5	A. B. S. TO LIVE OAK S. N. R. R. Crossing 6.5	60.2	s 4.49	2.11	10.11	6.11	9.10
110 P	7.10	5.47	9.47	1.47	s 12.07 PM	s 4.35	158.0	TO GRIDLEY 3.4	53.7	s 4.37	1.59	9.59	5.59	8.45
43 WP	7.45	**5.53**	**9.53**	**1.53**	f 12.17	s 4.50	161.4	TO BIGGS 6.0	50.3	s 4.30	**1.53**	**9.53**	**5.53**	7.50
44 P	8.05	6.04	10.04	2.04	f 12.28	f 5.02	167.4	RICHVALE 4.1	44.3	f 4.19	1.40	9.40	5.40	7.05
96 P	8.20	6.11	10.11	2.11	12.34	f 5.10	171.5	NELSON 6.6	40.2	f 4.12	1.33	9.33	5.33	6.45
93 P	8.45	**6.23**	10.23	2.23	f 12.45	f 5.23	178.1	TO DURHAM 6.1	33.6	s 4.03	1.21	9.21	5.21	**6.23**
Yard BKYWOP	9.00 AM	6.34	10.34	2.34	s 1.00	s 5.35 6.00	184.2	S. N. R. R. Crossing TO-R CHICO 7.1	27.5	s 3.52	1.09	9.09	5.09	6.00 PM
28 P		6.47	10.47	2.47	1.10	6.12	191.3	NORD 2.3	20.4	3.37	12.55	8.55	4.55	
105 P		6.51	10.51	2.51	1.13	6.16	193.6	ANITA 2.4	18.1	3.34	12.51	8.51	4.51	
17					1.16		196.0	CANA 7.0	15.7					
140 WP		7.07	11.07	3.07	f 1.26	f 6.32	203.0	TO VINA 1.6	8.7	f 3.21	12.35	8.35	4.35	
15							204.6	COPELAND 5.1	7.1					
45 P		7.19	11.19	3.19	f 1.37	f 6.45	209.7	TO LOS MOLINOS 2.0	2.0	f 3.10	12.23	8.23	4.23	
110 PY		7.25 PM	11.25 AM	3.25 AM	1.45 PM	s 6.50 AM	211.7	R TEHAMA	0.0	3.04 PM	12.13 AM	8.13 AM	4.13 PM	
	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday & Holidays		(105.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday
	(8.00) 9.70	(3.20) 31.53	(3.20) 31.53	(3.20) 31.53	(3.05) 34.09	(4.40) 22.52		Time over District Average Speed per Hour		(3.11) 33.02	(3.27) 30.46	3.27) 30.46	(3.27) 30.46	(8.00) 9.70

At Roseville, schedule time and train orders for eastward trains on Roseville-Tehama line, apply at west switch of crossover, leading from No. 2 to No. 1 tracks, 400 feet west of Lincoln Street crossing.

At Tehama, schedule time and time in train orders apply at the Junction Switch.

Train on a wait order or run late should not pass Junction Switch at Tehama unless time has elapsed or expected train has arrived and is in siding.

Trains meeting at Tehama: If eastward train holds main track, it should not pass overlap box located 2400 feet east of junction switch until westward train has arrived, to avoid "stop" signal indication at Gerber for westward train.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
15	Any Station	Receive	Lincoln	
15	Any Station	Discharge		Gerber
16	Any Station	Receive	Klamath Falls	
16	Sheridan	Sundays & Holidays		

Additional Stations:

Clayton, 118.4
Jester, 126.0
Rupert Spur, 138.9
Binney Junction Tower, 141.8
Sullivan, 146.4
Fagan, 155.9
Riceton, 164.1
Faulkner, 181.9
Gimbal, 189.1
Soto, 198.3

EASTWARD — REDDING SUBDIVISION — WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS		FIRST CLASS					Distance from San Francisco via Marysville	Time Table No. 160 June 17, 1940	Distance from Dunsmuir	FIRST CLASS					THIRD CLASS		
	620	634	18	24	16	20	8				23	17	15	19	7	637	641	639
	Manifest	Manifest	Oregonian	Cascade	West Coast	Klamath	Shasta				Cascade	Oregonian	West Coast	Klamath	Shasta	Manifest	Manifest	Manifest
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily		STATIONS		Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Gerber Term. Yd. WOY PBK	10.30AM	3.10AM	11.50PM	9.30PM	2.05PM	**2.50**AM	1.35AM	213.8	A. B. S. TO-R GERBER 2.0	108.3	s 8.40AM	s 1.25PM	s 2.45PM	s 2.20AM	s **2.50**AM	5.00AM	12.20PM	9.10PM
					f			215.8	PROBERTA 3.1	106.3								
107 P	10.42	3.22	11.58PM	9.37	2.14	2.58	1.45	218.9	RAWSON 4.5	103.2	8.31	1.16	2.37	2.10	2.41	4.51	12.11	9.00
Yard 56 P	10.51	3.32	12.05AM	9.43	s **2.25**	s 3.09	1.53	223.4	TO RED BLUFF 1.1	98.7	8.24	s 1.08	s **2.25**	s 2.01	s 2.34	4.43	12.03	8.52
102 P	10.53	3.34	12.07	9.45	2.28	3.11	**1.58**	224.5	GLADE 4.4	97.6	8.22	1.04	2.19	**1.58**	2.31	4.41	12.01PM	8.50
106 P	11.02	3.43	12.13	9.51	2.36	3.17	2.08	228.9	BLUNT 4.7	93.2	8.17	12.59	2.12	1.53	2.25	4.34	11.53AM	8.43
79 P	11.11	3.52	12.19	9.57	2.45	3.23	**2.16**	233.6	HOOKER 6.8	88.5	8.11	12.53	2.05	1.47	**2.16**	4.26	11.45	8.35
101 WP	11.22	4.03	12.26	10.04	s 2.56	s 3.32	2.24	240.4	TO COTTONWOOD 3.8	81.7	8.03	12.44	s 1.56	1.39	s 2.05	4.15	11.34	8.24
75 P	**11.28**	**4.09**	12.31	10.08	3.02	3.38	2.29	244.2	OULP 2.9	77.9	7.59	12.39	1.50	1.34	1.59	**4.09**	**11.28**	8.18
69 P	11.33	4.14	12.35	10.12	s 3.09	s 3.43	2.33	247.1	TO ANDERSON 6.4	75.0	7.56	12.35	s 1.45	1.31	s 1.54	4.00	11.23	8.13
89 P	11.43	4.24	12.42	10.19	3.18	**3.50**	2.42	253.5	GIRVAN 4.7	68.6	7.49	12.28	1.33	1.24	1.46	**3.50**	11.13	8.03
W82 Yard E84 WPIK	11.57AM	4.38	12.49	10.25	s 3.30	s 4.05	2.49	258.2	TO REDDING 5.7	63.9	7.44	s 12.22	s 1.26	s 1.18	s 1.40	3.35	11.05	7.55
61 P	**12.10**PM	4.50	**1.04**	10.36	3.42	4.17	3.00	263.9	KESWICK 3.3	58.2	7.32	**12.10**	1.08	**1.04**	1.25	3.22	10.52	7.42
P					s			267.2	TO MATHESON 0.8	54.9			s					
48 P	12.20	5.00	**1.14**	10.45	3.52	4.26	**3.09**	268.0	MOTION 3.0	54.1	7.23	12.01PM	12.59	12.53	**1.14**	**3.09**	10.39	7.29
79 P	12.28	5.08	1.22	10.52	f 4.00	f 4.33	3.16	271.0	CORAM 4.7	51.1	7.16	11.54AM	f 12.52	f 12.46	1.05	2.55	10.29	7.19
84 P	**12.40**	5.20	1.33	11.02	s 4.12	4.44	3.27	275.7	TO KENNET 2.6	46.4	7.06	11.43	s **12.40**	12.35	12.54	2.40	10.14	7.04
56 P	12.47	5.27	1.39	11.08	4.19	4.50	3.33	278.3	PITT 1.9	43.8	7.00	11.37	12.33	12.29	12.48	2.31	10.06	6.56
81 YW PO	12.52	5.32	1.45	11.12	4.24	4.54	3.38	280.2	MORLEY 3.6	41.9	6.56	11.32	12.28	12.25	12.44	2.25	10.00	6.50
44 P	1.01	5.41	1.53	11.20	4.32	5.02	3.46	283.8	ELMORE 3.8	38.3	6.48	11.24	12.20	12.17	12.36	2.13	9.48	6.38
79 P	1.11	5.51	**2.01**	11.28	f 4.40	5.10	3.54	287.6	TO POLLOCK 3.5	34.5	6.40	11.16	f 12.11	12.09	12.28	**2.01**	9.36	6.26
73 P	1.20	6.00	2.10	11.36	4.48	5.18	4.02	291.1	SMITHSON 5.6	31.0	6.32	11.08	12.03PM	12.01AM	12.19	1.48	9.25	6.15
79 WP	1.40	**6.20**	2.27	**11.48**	f 5.04	5.34	4.14	296.7	TO DELTA 3.5	25.4	**6.20**	10.56	f 11.51AM	**11.48**PM	12.06AM	1.30	9.07	5.57
40 P	1.51	6.31	2.36	**11.56**PM	5.14	5.42	4.22	300.2	LAMOINE 3.8	21.9	6.12	10.48	11.43	11.35	**11.56**PM	1.19	8.56	5.46
71 P	2.01	6.41	2.45	12.05AM	5.23	5.51	4.31	304.0	GIBSON 2.0	18.1	6.03	10.39	11.34	11.25	11.45	1.07	8.44	5.34
70 P	2.07	6.47	2.50	12.10	**5.28**	**5.58**	4.36	306.0	FISHER 3.4	16.1	**5.58**	10.34	11.29	11.20	11.40	1.01	8.38	**5.28**
69 WP	2.19	6.59	2.59	12.18	5.36	6.08	4.44	309.4	TO SIMS 3.7	12.7	5.50	10.26	11.21	11.12	11.31	12.50	8.27	5.17
79 P	2.31	7.11	3.08	12.26	5.44	6.18	4.52	313.1	CONANT 2.2	9.0	5.42	10.18	11.13	11.03	11.23	12.38	8.15	5.05
55 P	2.38	7.18	3.14	**12.31**	f 5.51	f 6.24	4.57	315.3	CASTELLA 3.0	6.8	5.37	10.13	f 11.08	10.58	11.18	**12.31**	8.08	4.58
85 P	2.46	7.26	3.22	12.39	5.59	6.32	5.04	318.3	CASTLE CRAG 2.9	3.8	5.30	10.06	11.01	10.51	11.11	12.20	7.59	4.49
Dunsmuir Yd. Term. Yard PBK	2.55PM	7.35AM	3.30	12.46	6.06	6.40	5.11	321.2	TO-R DUNSMUIR YARD 0.9	0.9	5.23	9.59	10.54	10.44	11.04	12.10AM	7.50AM	4.40PM
WOT PBK			s 3.35AM	s 12.50AM	s 6.10PM	s 6.45AM	s 5.15AM	322.1	TO-R DUNSMUIR (Psgr Sta.)	0.0	5.20AM	9.55AM	10.50AM	10.40PM	11.00PM			
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(108.3)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(4.25)	(4.25)	(3.45)	(3.20)	(4.05)	(3.55)	(3.40)		Time over District		(3.20)	(3.30)	(3.55)	(3.40)	(3.50)	(4.50)	(4.30)	(4.30)
	24.37	24.37	28.88	32.49	26.52	27.65	29.53		Average Speed per Hour		32.49	31.69	27.65	29.53	28.21	22.22	23.87	23.87

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
7	Any Station Between Dunsmuir and Redding	Discharge		Dunsmuir
7	Castella	Receive	Richmond	
8	Any Station	Receive	Where scheduled to stop.	
15	Elmore	Receive Tuesday and Thursday	Any station where train scheduled to stop.	
16	Elmore	Discharge Tuesday and Thursday		Any Station
18	Red Bluff and Redding		Where scheduled to stop	Davis
23	Redding		Davis	Eugene
24	Redding		Eugene	Davis

Additional Stations		
	Middle Creek	M. P. 261.0
	Antler Spur	M. P. 290.5
	Dirigo Industrial Tracks	M. P. 316.1

Westward trains required to take siding at Redding, unless otherwise instructed; will stop to clear signal SA-2587 and request operator by telephone to line switches.

BLACK BUTTE SUBDIVISION

EASTWARD / WESTWARD

	THIRD CLASS	SECOND CLASS		FIRST CLASS								FIRST CLASS					THIRD CLASS		
Capacity of Sidings in Car Lengths	624 Freight	622 Manifest	638 Manifest	16 West Coast	20 Klamath	8 Shasta	18 Oregonian	24 Cascade	Distance from San Francisco via Marysville	Time Table No. 160 June 17, 1940 STATIONS A. B. S.	Distance from Klamath Falls	23 Cascade	17 Oregonian	15 West Coast	19 Klamath	7 Shasta	635 Manifest	649 Manifest	623 Freight
	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily				Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily
Dunsmuir Yard Term Yard PBK	7.10 PM	4.25 PM	12.25 AM						321.2	TO-R DUNSMUIR YARD 0.9	108.0						8.20 PM	2.30 AM	9.00 PM
WOT PBK	7.15	4.30	12.30	6.25 PM	7.00 AM	5.30 AM	3.45 AM	1.00 AM	322.1	TO-R DUNSMUIR (Pass Sta) 3.3	107.1	s 5.10 AM	s 9.40 AM	s 10.40 AM	s 10.25 PM	s 10.50 PM			
P					f				325.4	SHASTA SPRINGS 0.7	103.8				f				
84 P	7.27	4.42	12.42	6.35	7.10	5.40	3.56	1.10	326.1	SMALL 1.5	103.1	5.00	9.29	10.29	10.12	10.40	8.03	2.11	8.38
26 Spur P									327.6	CANTARA 3.8	101.6								
81 P	**7.46**	5.02	1.05	6.52	7.27	5.55	4.13	1.24	331.4	MOTT 2.1	97.8	4.46	9.14	10.14	9.55	10.25	**7.46**	1.54	8.21
85 P	7.53	5.09	1.12	6.57	7.32	6.00	4.18	1.29	333.5	AZALEA 3.2	95.7	4.41	9.09	10.09	9.50	10.20	7.38	1.46	8.13
106 WYP	**8.03**	5.22	1.25	s 7.08	s 7.44	s 6.09	4.25	**1.36**	336.7	TO MOUNT SHASTA 2.4	92.5	4.34	9.02	s 10.02	s 9.41	s 10.13	7.28	**1.36**	**8.03**
89 P	8.08	5.27	**1.30**	7.12	7.48	6.13	**4.31**	1.39	339.1	UPTON 2.9	90.1	**4.31**	8.58	9.57	9.34	10.08	7.22	**1.30**	7.57
67 P	8.14	5.32	1.35	**7.16**	7.53	6.17	4.37	1.43	342.0 342.3	DEETZ 2.9	87.2	4.26	8.54	9.53	9.28	10.04	**7.16**	1.25	7.51
E-102 Yd W-106 WYP	8.25 PM	5.52	**1.50**	f 7.23	8.01	s 6.25 AM	4.45	**1.50**	345.2	TO-R BLACK BUTTE 7.0	84.3	4.19	8.46	f 9.46	9.20	9.55 PM	7.06	1.15	7.40 PM
80 P		6.10	2.15	7.35	8.13		4.58	2.02	352.2	HOTLUM 5.0	77.3	4.06	8.33	9.33	9.06		6.48	12.55	
111 P		6.20	2.26	7.44	**8.24**		5.07	2.10	357.2	BOLAM 3.5	72.3	3.58	**8.24**	9.25	f 8.56		6.38	12.44	
81 P		**6.29**	2.35	7.49	8.30		5.12	2.15	360.7	ANDESITE 4.1	68.8	3.53	8.18	9.20	8.47		**6.29**	12.35	
81 P		6.39	2.46	7.56	8.36		5.18	2.20	364.8	COUGAR 3.7	64.7	3.48	8.12	9.15	8.40		6.15	12.22	
123 WYP		6.56	3.02	f 8.03	8.44		5.27	2.28	368.5	TO GRASS LAKE 4.6	61.0	3.43	8.07	9.10	f 8.34		6.00	12.07 AM	
101 P		7.04	3.10	8.10	8.51		5.34	2.34	373.1	ERICKSON 4.1	56.4	3.37	8.00	9.03	8.27		5.40	11.48 PM	
79 P		7.11	3.17	**8.18**	**8.57**		5.39	2.39	377.2	PENOYAR 3.4	52.3	3.31	7.53	**8.57**	f **8.18**		5.25	11.34	
YP				s 8.24	s 9.04				380.6	TO LEAF 1.3	48.9				s 8.10				
87 WP		7.19	**3.25**	f 8.28	9.08		5.44	2.44	381.9	TO BRAY 4.1	47.6	**3.25**	7.46	8.47	f 8.04		5.10	11.20	
80 P		7.26	3.32	8.34	9.14		5.49	2.49	386.0	KEGG 4.0	43.5	3.19	7.39	8.41	7.57		5.00	11.10	
59 P		7.32	3.40	8.39	9.19		5.54	2.54	390.0	JEROME 4.0	39.5	3.14	7.34	8.35	7.51		4.53	11.03	
W-93 E-98 WY Yard P		**7.44**	3.55	f 8.46	9.24		5.59	2.59	394.0	MT. HEBRON 2.7	35.5	3.09	7.29	8.30	f **7.44**		4.46	10.56	
59 P		7.50	4.00	s 8.52	9.27		6.02	**3.06**	396.7	TO MACDOEL 1.6	32.8	**3.06**	7.26	8.27	s 7.37		4.41	10.51	
77 P		7.53	4.03	8.56	9.29		6.04	3.10	398.8	SOMERSET 4.3	31.2	3.04	7.24	8.25	7.32		4.38	10.48	
58 P		8.00	4.10	9.01	9.34		6.09	3.15	402.6	MAY 4.5	26.9	2.59	7.19	8.20	7.26		4.31	10.41	
92 P		8.07	4.17	s 9.06	s 9.39		6.14	3.20	407.1	TO DORRIS 4.5	22.4	2.54	7.14	f 8.14	s 7.20		4.24	10.34	
59 P		8.14	4.24	9.14	9.47		6.20	3.26	411.6	CALOR 4.0	17.9	2.48	7.08	8.08	7.11		4.16	10.26	
79 P		8.21	4.31	9.19	9.52		6.25	3.31	415.6	WORDEN 2.6	13.9	2.43	7.03	8.03	f 7.06		4.09	10.19	
58 P		8.26	4.36	9.23	9.56		6.28	3.34	418.2	ADY 4.1	11.3	2.40	7.00	8.00	7.01		4.03	10.13	
102 P		8.33	4.43	9.28	10.01		6.33	3.39	422.8	MIDLAND 3.9	7.2	2.35	6.55	7.55	f 6.56		3.56	10.06	
Term Yard 79 P		8.40	4.50	9.33	10.07		6.38	3.44	426.2	TEXUM 3.3	3.3	2.30	6.50	7.50	6.50		3.50	10.00	
WYO TPBK		8.50 PM	5.00 AM	s 9.40 PM	s 10.15 AM		s **6.45 AM**	s 3.50 AM	429.5	TO-R KLAMATH FALLS	0.0	2.25 AM	**6.45 AM**	7.45 AM	6.45 PM		3.40 PM	9.50 PM	
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily		(108.0)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(1.15)	(4.25)	(4.35)	(3.15)	(3.15)	(0.55)	(3.00)	(2.50)		Time over District		(2.45)	(2.55)	(2.55)	(3.40)	(0.55)	(4.40)	(4.40)	(1.20)
	18.97	24.45	23.57	32.85	32.85	24.85	35.70	37.80		Average Speed per Hour		38.95	36.72	36.72	29.21	24.85	23.14	23.14	17.62

At Klamath Falls schedule time and train orders of first-class trains apply at Passenger Station.

At Grass Lake, first-class trains with orders to meet or pass, train required to take siding will use passenger siding.

At Black Butte schedule time and train orders of trains going to the Siskiyou line apply at east switch Eastward siding. Trains from the Siskiyou line apply at Junction switch.

No. 17 reduce speed at Dorris and Mount Shasta to dispatch first-class mail and newspapers.

Additional Stations:
Pioneer Spur M. P. 335.1
Barnard Spur M. P. 335.4
Graham Industrial Track M. P. 356.0
Kegg Pit M. P. 386.9

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS

Train	At	Receive or Discharge	To (or beyond)	From (or beyond)
7 & 8	Shasta Retreat, MP 323.8		Any Station	Any Station
18	Mount Shasta and Black Butte	Receive Revenue Psgrs.	Where scheduled to stop.	
19	Kegg Pit..........MP 386.9	Mon., Wed. and Fri.		
19	Black Butte	Revenue Passengers	Davis	Klamath Falls
20	Macdoel		Eugene	Gerber

EASTWARD

KIRK SUBDIVISION

WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 642 Manifest Leave Daily	SECOND CLASS 626 Manifest Leave Daily	SECOND CLASS 386 G. N. Ry. Time Freight Leave Daily	FIRST CLASS 16 West Coast Leave Daily	FIRST CLASS 20 Klamath Leave Daily	FIRST CLASS 18 Oregonian Leave Daily	FIRST CLASS 24 Cascade Leave Daily	Distance from San Francisco via Marysville		Time Table No. 160 June 17, 1940 STATIONS	Distance from Crescent Lake	FIRST CLASS 23 Cascade Arrive Daily	FIRST CLASS 17 Oregonian Arrive Daily	FIRST CLASS 15 West Coast Arrive Daily	FIRST CLASS 19 Klamath Arrive Daily	THIRD CLASS 621 Manifest Arrive Daily	THIRD CLASS 387 G. N. Ry. Time Freight Arrive Daily	THIRD CLASS 647 Manifest Arrive Daily
Term. Yd. WOT YPBK	10.35PM	7.40AM	12.45AM	9.55PM	10.30AM	7.00AM	4.00AM	429.5	A. B. S.	TO-R KLAMATH FALLS 2.4	99.1	s 2.15AM	s 6.30AM	s 7.30AM	s 6.30PM	9.25AM	2.20PM	3.55PM
60 P	10.45	7.50	12.55	10.00	10.35	7.05	4.05	431.9		CHELSEA 2.2	96.7	2.10	6.25	7.25	6.25	9.19	2.14	3.49
64 P	10.50	7.55	1.00	10.05	10.40	7.08	4.08	434.1		WOCUS 4.8	94.5	2.06	6.22	7.22	6.19	9.14	2.09	3.44
106 P	10.58	8.03	1.08	f 10.13	10.47	**7.16**	4.14	438.9		TO ALGOMA 3.7	89.7	2.00	6.16	**7.16**	s 6.12	9.05	2.00	3.35
60 P	11.05	8.10	1.15	10.19	10.52	7.23	4.19	442.6		OUXY 4.6	86.0	1.55	6.11	7.09	6.05	8.58	1.52	3.28
79 P	11.12	8.17	1.22	f 10.26	10.57	7.30	4.24	447.2		TO MODOC POINT 4.6	81.4	1.50	6.06	7.04	s 5.59	8.51	1.45	3.21
64 P	11.19	8.25	1.29	10.33	11.03	7.36	4.29	451.8		LOBERT 4.9	76.8	1.45	6.01	6.58	5.52	8.43	1.38	3.14
(Yard) 166 WYPK	11.28	**8.35**	**1.39**	s 10.42	s 11.13	7.43	4.36	456.7		TO CHILOQUIN 1.3	71.9	**1.39**	5.55	s 6.51	s 5.45	**8.35**	1.30	3.06
85 P	11.30	8.37	1.41	10.45	11.16	7.45	4.38	458.0		PINE RIDGE 3.1	70.6	1.37	5.53	6.44	5.38	8.26	1.17	2.57
60 P	11.38	8.45	1.51	10.51	11.22	7.51	4.43	461.1		BRAYMILL 4.2	67.5	1.33	5.49	6.40	5.33	8.20	1.11	2.51
102 P	11.53PM	9.00	2.08	10.57	11.28	7.58	4.49	465.3		CALIMUS 5.0	63.3	1.28	5.44	6.35	5.28	8.13	1.04	2.44
Yard 118 WYP	12.06AM	9.12	2.21	f 11.04	11.34	**8.05**	4.55	470.8		TO KIRK 4.2	58.3	1.22	5.38	6.29	f 5.21	**8.05**	12.56	2.36
100 P	12.13	9.19	2.28	11.10	11.39	8.10	5.00	474.5		FUEGO 4.1	54.1	1.17	5.33	6.24	f 5.14	7.58	12.49	2.29
100 P	12.20	9.26	2.35	11.17	f 11.45	8.15	5.05	478.6		TO CHINCHALO 4.8	50.0	1.12	5.28	6.19	f 5.08	7.51	12.42	2.22
100 W P	12.28	9.34	2.47	11.24	f 11.51	8.20	5.10	483.4		LENZ 4.8	45.2	1.07	5.23	6.14	f 5.02	7.44	12.35	2.15
100 P	12.36	9.42	2.56	11.30	f 11.56AM	8.25	**5.18**	488.2		MAZAMA 4.4	40.4	1.02	**5.18**	6.09	f 4.56	7.36	12.27	2.07
100 P	12.43	9.50	3.03	11.36	12.02PM	8.30	5.25	492.6		YAMSAY 5.4	36.0	12.57	5.13	6.04	4.50	7.28	12.18	1.59
99 P	**12.51**	9.58	3.11	11.43	**12.08**	8.36	5.32	498.0		DIAMOND LAKE 5.3	30.6	**12.51**	5.07	5.58	f 4.44	7.19	**12.08**PM	1.50
100 PBK	12.59	10.06	3.20AM	f 11.51	s 12.15	8.42	5.38	503.3		TO-R CHEMULT 3.9	25.3	12.45	5.01	s 5.51	s 4.37	7.10	11.55AM	1.41
100 YP	1.06	10.13		11.57PM	12.21	8.48	**5.44**	507.2		PAUNINA 7.6	21.4	12.40	4.56	**5.44**	f 4.30	7.03		1.33
100 P	1.18	10.26		12.07AM	f 12.30	8.57	5.53	514.8		MOWICH 4.7	13.8	12.32	4.48	5.34	f 4.20	6.51		1.21
99 P	1.25	10.33		12.13	12.38	9.04	6.00	519.5		KOTAN 4.5	9.1	12.26	4.42	5.28	4.13	6.43		1.13
100 P	1.32	10.40		**12.21**	f 12.46	9.12	6.07	524.0		UMLI 4.6	4.6	**12.21**	4.36	5.22	f 4.07	6.35		1.05
Term. Yd. WOYPBK	1.40AM	10.50AM		s 12.30AM	s **12.55**PM	9.20AM	6.15AM	528.6		TO-R CRESCENT LAKE	0.0	12.15AM	4.30AM	5.15AM	4.00PM	6.25AM		**12.55**PM
	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily			(99.1)		Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily
	(3.05) 32.68	(3.10) 31.29	(2.35) 28.57	(2.35) 38.28	(2.25) 41.69	(2.20) 42.47	(2.15) 44.04			..............Time over District.............. ....Average Speed per Hour..........		(2.00) 49.55	(2.00) 49.55	(2.15) 44.04	(2.30) 39.64	(3.00) 33.04	(2.25) 30.54	(3.00) 33.04

At Klamath Falls schedule time and train orders of first-class trains apply at Passenger Station. Schedule time of No. 386 and No. 387 apply at Telegraph Office.

At Crescent Lake Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of the passenger siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of the passenger siding. The main track at Crescent Lake between the east and west switches of the passenger siding may be used by any first-class train if track is known to be clear. Passenger siding is track between main track and station building.

No. 17 reduce speed at Chemult and Chiloquin to dispatch U. S. Mail and Newspapers.

ADDITIONAL FLAG STOPS TO RECEIVE OR DISCHARGE PASSENGERS				
Train	At	Receive or Discharge	Passengers to (or beyond)	Passengers from (or beyond)
18	Chiloquin	Revenue Psgrs.	Eugene	Davis
18	Chemult	Revenue Psgrs.	Eugene	Davis
20	Any Station	Discharge		Davis
20	Algoma Modoc Point Kirk		Eugene	Gerber

EASTWARD BLACK BUTTE SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	THIRD CLASS 624 Freight Leave Daily	FIRST CLASS 8 Shasta Leave Daily	Distance from San Francisco Via Marysville			Time Table No. 160 June 17, 1940 STATIONS		Distance from Ashland	FIRST CLASS 7 Shasta Arrive Daily	THIRD CLASS 623 Freight Arrive Daily
E102 Yd W106 WYP	8.40PM	6.26AM	345.2	A.B.S.	TO-R	BLACK BUTTE	2.0	85.1	s 9.54PM	7.30PM
Spur 4			347.0 345.8			IGERNA	2.6	83.3		
67 Yard WOYPKB	**9.35**	s 6.42	348.4		TO-R	WEED	5.0	80.7	s **9.35**	7.05
46 WYP	10.07	s 6.55	353.4			EDGEWOOD	7.6	75.7	s 9.22	6.45
70 P	10.22	s 7.10	361.0		TO	GAZELLE	8.1	68.1	s 9.04	6.24
64 P	10.37	s 7.22	369.1		TO	GRENADA	6.4	60.0	s 8.49	6.10
65 Yard P	10.50	s 7.42	375.5		TO	MONTAGUE	5.2	53.6	s 8.35	5.56
66 YP	11.00	f 7.51	380.7			SNOWDON	5.5	48.4	f 8.21	5.46
53 P	11.17	s 8.03	386.2			AGER	2.2	42.9	s 8.09	5.29
P			388.4			THRALL	4.7	40.7		
75 Yard WYP	11.40PM	s 8.25	393.1		TO-R	HORNBROOK	4.4	36.0	s 7.52	5.07
70 P	12.01AM	8.38	397.5			ZULEKA	4.3	31.6	7.39	4.47
50 P	12.20	s 8.52	401.8		TO	HILT	1.0	27.3	s 7.28	4.32
			402.8			COLE	4.6	26.3		
60 P	12.44	f 9.07	407.4			GREGORY	4.8	21.7	f 7.14	4.15
48 TP	1.10	s 9.22	412.2			SISKIYOU	3.4	16.9	s 7.00	3.40
P			415.6			WALL CREEK	3.7	13.5		
57 WP	1.50	9.44	419.3			STEINMAN	3.6	9.8	6.39	3.10
71 P	2.05	f 9.54	422.9			MISTLETOE	6.2	6.2	f 6.30	2.55
Term. Yd. WOTPBK	2.30AM	s 10.10AM	429.1		TO-R	ASHLAND		0.0	6.15PM	2.30PM
	Arrive Daily	Arrive Daily				(85.1)			Leave Daily	Leave Daily
	(5.50)	(3.44)				...............Time over District...............			(3.39)	(5.00)
	14.60	22.79				..........Average Speed per Hour........			23.36	17.16

At Black Butte schedule time and train orders of trains going to the Siskiyou line apply at east switch eastward siding, from the Siskiyou line at Junction switch.

At Ashland Sacramento Division first-class schedules and train orders referring to such schedules apply at the west switch of siding. Portland Division first-class schedules and train orders referring to such schedules apply at the east switch of siding. The main track at Ashland between the east and west switches of the siding may be used by any first-class train if track is known to be clear. Siding is first track to right of main track going east and extends from switch opposite 7th Street 262 feet east of section house to switch 150 feet east of freight house.

ADDITIONAL FLAG STOPS TO RECEIVE AND DISCHARGE PASSENGERS				
Train	At	Receive and Discharge	To (or Beyond)	From (or Beyond)
7 and 8	Colestin MP 409		Any Station	Any Station

EASTWARD MERRILL SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	SECOND CLASS 628 Freight Leave Daily	Distance from San Francisco		Time Table No. 160 June 17, 1940 STATIONS		Distance from Klamath Falls	SECOND CLASS 625 Freight Arrive Daily
Alturas Yd. Term. Yd. P		458.8	TO-R	ALTURAS	0.9	98.8	
WOYP BK	10.15AM	457.9	TO-R	ALTURAS YARD	2.0	97.9	7.35PM
66 P	10.20	459.9		JUNIPER	10.7	95.9	7.25
76 P	10.45	470.6		FLETCHER	7.1	85.2	7.00
81 WYP	11.00	477.7	TO	CANBY	7.7	78.1	6.40
79 YP	11.25	485.4		AMBROSE	4.4	70.4	6.05
77 P	11.35	489.8		BOLES	3.8	66.0	5.25
85 Yard WP	11.45AM	493.6	TO	HACKAMORE	7.2	62.2	5.10
77 P	12.05PM	500.8		MEARES	5.3	55.0	4.40
84 WYP	12.20	506.1		PEREZ	9.3	49.7	4.10
77 P	12.55	515.4		CORNELL	8.9	40.4	3.40
77 WP	1.15	524.3		STRONGHOLD	1.1	31.5	3.15
I		525.4		Great Northern Ry. Crossing	4.3	30.4	
32 P	1.55	529.7	TO	TULE LAKE	3.5	26.1	3.05
100 P	2.04	533.2		HATFIELD	4.7	22.6	2.57
77 P	**2.45**	537.9	TO	MERRILL	9.2	17.9	**2.45**
77 P	3.05	547.1		STUKEL	8.7	8.7	2.23
Term. Yd. WOYTPBK	3.30PM	555.8	TO-R	KLAMATH FALLS		0.0	2.00PM
	Arrive Daily			(98.8)			Leave Daily
	(5.15)			...............Time over District...............			(5.35)
	18.66			..........Average Speed per Hour.........			17.54

Additional Stations:

Spring Lake	M.P. 550.3	Malone	M.P. 536.0
Gem	M.P. 548.1	Tuber	M.P. 527.7
Hosley	M.P. 543.8	Homestead	M.P. 525.6
Lost River	M.P. 541.0	Copic	M.P. 520.3

EASTWARD MERRILL SUBDIVISION WESTWARD

Capacity of Sidings in Car Lengths	Distance from San Francisco		Time Table No. 160 June 17, 1940 Lakeview Branch STATIONS		Distance from Lakeview
Alturas Yd. Term. Yd. P	457.8	TO-R	ALTURAS	1.9	54.5
	459.7		MATTES	7.2	52.6
Spur 6	466.9		SURPRISE	11.7	45.4
26-P	478.6		DAVIS CREEK	2.7	33.7
Spur 24	481.3		GARRET	9.9	31.0
10-P	491.2	TO	WILLOW RANCH	3.9	21.1
Spur 2	495.1		JOFFRE	2.7	17.2
See Note 23-P	497.8		FAIRPORT	5.7	14.5
Spur 1	503.5		SNELLING	8.8	8.8
Term. Yd. WYPBK	512.3	TO-R	LAKEVIEW		0.0
			(54.5)		
			...............Time over District...............		
			..........Average Speed per Hour..........		

Siding at Fairport located 1525 feet East of Station.

EASTWARD				Time Table No. 160 June 17, 1940 Lake Tahoe Branch	WESTWARD	
Capacity of Sidings in Car Lengths	FIRST CLASS 292 Mixed Leave Daily	Distance from San Francisco		STATIONS	Distance from Lake Tahoe	FIRST CLASS 293 Mixed Arrive Daily
P.K. Term. Yard	6.30AM	208.1	TO-R	TRUCKEE	14.5	s 11.05PM
				6 6		
18 P		214.7		BIG CHIEF	7.9	
				7.9		
Term. Yard P	s 7.15AM	222.6	R	LAKE TAHOE	0.0	10.20PM
	Arrive Daily			(14.5)		Leave Daily

EASTWARD			Time Table No. 160 June 17, 1940 Colusa Branch	WESTWARD	
Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Wyo	
Yard PY	108.3	R	HARRINGTON	72.1	
			4.0		
37	112.3		COLLEGE CITY	68.1	
			3.7		
31	116.0		GRAINO	64.4	
			4.8		
65 W	120.8	TO	GRIMES	59.6	
			3.6		
28	124.4		SYCAMORE	56.0	
			4.4		
32	128.8		DOLAN	51.6	
			4.2		
61	133.0	TO	COLUSA	47.4	
			10.2		
47	143.2		STEGEMAN	37.2	
			2.7		
37 W	145.9		PRINCETON	34.5	
			4.5		
31	150.4		CODORA	30.0	
			5.2		
61	155.6		GLENN	24.8	
			6.5		
37	162.1		ORDBEND	18.3	
			3.8		
31	165.9		ROTAVELE	14.5	
			4.1		
60 W	170.0	TO	HAMILTON	10.4	
			10.4		
44 PY	180.4		WYO	0.0	
			(72.1)		
			..........Time over District..........		
			..........Average Speed per Hour..........		

Additional Stations: Oak Flat 125.4, Moda 175.2 and Cory 178.6.

EASTWARD				Time Table No. 160 June 17, 1940 Fruto Branch	WESTWARD	
Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Fruto	
64 WOYBKP		149.9	TO-R	WILLOWS	17.0	
				2.7		
9 Spur		152.6		LOSA	14.6	
				3.2		
18		155.8		KURAND	11.1	
				3.8		
8		159.6		MILLSHOLM	7.3	
				4.0		
8		163.6		ATHENA	3.3	
				3.3		
17 PT		166.9	R	FRUTO	0.0	
				(17.0)		
				..........Time over District..........		
				..........Average Speed per Hour..........		

EASTWARD				Time Table No. 160 June 17, 1940 Sutter Basin Branch	WESTWARD	
Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Josephine	
P		96.5	R	GRACE	20.8	
				0.4		
31 P		96.9		MARCHANT	20.4	
				1.5		
31		98.4		MACKERT	18.9	
				2.0		
49 WP		100.4		ROBBINS	16.9	
				1.3		
31 P		101.7		SEYMOUR	15.6	
				3.4		
52 P		105.1		SUBACO	12.2	
				2.1		
31		107.2		PELGER	10.1	
				2.1		
52 P		109.3		EVERGLADE	8.0	
				1.9		
43 P		111.2		HINSDALE	6.1	
				2.1		
34		113.3		TISDALE	4.0	
				1.9		
17 (Spur)		115.2		PROGRESS	2.1	
				2.1		
17 (Spur)		117.3		JOSEPHINE	0.0	
				(20.8)		
				..........Time over District..........		
				..........Average Speed per Hour..........		

EASTWARD				Time Table No. 160 June 17, 1940 Sutter Basin Branch	WESTWARD	
Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Karnak	
32 P		96.9		MARCHANT	2.5	
				0.7		
25		97.6		ENSLEY	1.8	
				1.8		
5 P		99.4		KARNAK	0.0	
				(2.5)		
				..........Time over District..........		
				..........Average Speed per Hour..........		

EASTWARD				Time Table No. 160 June 17, 1940 River Farms Branch	WESTWARD	
Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Boyer	
		93.5		KNIGHTS LDG. JCT.	13.8	
				2.8		
Spur 18		96.3		EASTHAM	11.0	
				2.9		
24		99.2		AYRSHIRE	8.1	
				3.2		
Spur 70		102.4		TYNDALL	4.9	
				3.7		
19Y		106.1		JIMENO	1.2	
				1.2		
Spur 16		107.3		BOYER	0.0	
				0.9		
				END OF TRACK		
				13.8)		

EASTWARD				Time Table No. 160 June 17, 1940 Walnut Grove Branch	WESTWARD	
Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Isleton	
Term. Yard WOT YPBK		88.8	TO-R	SACRAMENTO	32.4	
				0.5		
		89.3		S. N. R. R. Crossing	31.9	
				0.3		
P		89.6		JCT. SWITCH, R STREET	31.6	
				2.2		
37		91.8		BATHS	29.4	
				2.4		
55		94.2		DEL RIO	27.0	
				3.3		
55		97.5		FREEPORT	23.7	
				7.1		
		104.6		HOOD JCT.	16.6	
				3.3		
55		107.9		LAMBERT	13.3	
				3.3		
34		111.2		MOFUBA	10.0	
				2.2		
Yard 42 PWY		113.4	TO	WALNUT GROVE	7.8	
				7.8		
Yard PWBY		121.2	TO-R	ISLETON	0.0	
				(32.4)		
				..........Time over District..........		
				..........Average Speed per Hour..........		

Additional Stations: Charles 93.0, Pocket 96.4, Content 98.9, Cronin 100.1, Mosher 100.9, Acacia 102.6, Rosebud 103.3, Locke 112.6.

EASTWARD				Time Table No. 160 June 17, 1940 Walnut Grove Branch	WESTWARD	
Capacity of Sidings in Car Lengths		Distance from San Francisco		STATIONS	Distance from Hood	
		104.6		HOOD JCT.	0.7	
				0.7		
63 P		105.3		HOOD	0.0	

EASTWARD				Time Table No. 160 June 17, 1940 Stirling City Branch	WESTWARD	
	THIRD CLASS					THIRD CLASS
Capacity of Sidings in Car Lengths	526 Local Freight Leave Mon., Wed., Fri.	Distance from San Francisco		STATIONS	Distance from Stirling City	527 Local Freight Arrive Tues., Thurs., Sat.
Yard OYWBKP	10.00AM	184.2	TO-R	CHICO	31.2	10.40AM
				2.4		
		186.6		S. N. R. R. Crossing	28.8	
				2.7		
		189.3		DREDGE	26.1	10.20
				8.9		
19 WP	11.05	198.2		PARADISE	17.2	9.30
				5.0		
11	11.35	203.2		MAGALIA	12.2	9.05
				6.8		
12 (Spur) WP	12.15PM	210.0		DOON	5.4	8.30
				5.4		
WPY Yard	12.45PM	215.4	R	STIRLING CITY	0.0	8.00AM
	Arrive Mon., Wed., Fri.			(31.2)		Leave Tues., Thurs., Sat.
	(2.45)			..........Time over District..........		(2.40)
	11.35			..........Average Speed per Hour..........		11.70

Additional Stations: Oakdale Farms 196.6, Optimo 202.2, Luce 207.1.

SACRAMENTO SUBDIVISION

EASTWARD — **WESTWARD**

Time Table No. 160

June 17, 1940

Knights Landing and Oroville Branches

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Oroville
IBKPW Yard 107	84.9	TO-R	WOODLAND	63.0
			2.3	
13	87.2		GARIO	60.7
			0.5	
18	87.7		SUGARFIELD	60.2
			2.4	
23	90.1		CURTIS	57.8
			3.9	
25 P	94.0	TO	KNIGHTS LANDING	53.9
			2.5	
P	96.5	R	GRACE S. P. Crossing	51.4
			0.9	
2 Spur	97.4		BYPASS	50.5
			7.8	
38	105.2		CHANDLER	42.7
			2.3	
24	107.5		MARCUSE	40.4
			3.9	
36 W	111.4		TUDOR	36.5
			1.0	
9	112.4		ABBOTT	35.5
			3.4	
39	115.8		OSWALD	32.1
			1.9	
46	117.7		BOGUE	30.2
			2.7	
22 PI	120.4		YUBA CITY S. N. R. R. Crossing	27.5
			1.4 W. P. R. R. Crossing	
	121.8		E STREET, MARYSVILLE	26.1
			0.9	
Yard WPYOIBK	122.7	TO-R	MARYSVILLE	25.2
			8.0	
14	130.7		RAMIREZ	17.2
			4.3	
9 P	135.0		HONCUT	12.9
			6.6	
10	141.6		HEARST	6.3
			0.9	
31 P	142.5		PALERMO	5.4
			2.5	
23	145.0		VILLA VERONA	2.9
			2.9	
Yard WTPK	147.9	TO-R	OROVILLE	0.0
			(63.0)	
			..........Time over District..........	
			..........Average Speed per Hour..........	

SACRAMENTO SUBDIVISION

EASTWARD — **WESTWARD**

Time Table No. 160

June 17, 1940

Fair Oaks Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Fair Oaks
35 P	104.4	R	CITRUS	1.9
			1.9	
Yard 15 P	106.3	TO-R	FAIR OAKS	0.0
			(1.9)	
			..........Time over District..........	
			..........Average Speed per hour..........	

EASTWARD — **WESTWARD**

Time Table No. 160

June 17, 1940

Placerville Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Folsom
	111.1		FOLSOM JUNCTION	0.7
			0.7	
21 WY	111.8	TO-R	FOLSOM	0.0

EASTWARD — **WESTWARD**

Time Table No. 160

June 17, 1940

Dantoni Branch

Capacity of Sidings in Car Lengths	Distance from San Francisco		STATIONS	Distance from Dantoni
	139.8		DANTONI JCT.	4.4
			3.2	
7	143.0		LINDA	1.2
			1.2	
17	144.2	R	DANTONI	0.0
			(4.4)	
			..........Time over District..........	
			..........Average Speed per Hour..........	

Additional Stations—Knights Landing-Oroville Branches:

Laugenour, 89.4	Saccarus, 89.7
Coranco, 92.4	Cunard, 96.1
Vernon, 98.7	Coulter, 101.8
Lee, 102.7	Wilson, 109.2
Messick, 114.5	
Binney Junction Tower, 122.7	
Mello, 126.5	Mission, 131.8
Coxlane, 139.2	Baggett, 146.5

EASTWARD

SACRAMENTO SUBDIVISION

WESTWARD

Time Table No. 160

June 17, 1940

Placerville Branch

Capacity of Sidings in Car Lengths	SECOND CLASS 518 Local Freight Leave Daily Ex. Sunday	Distance from San Francisco		STATIONS	Distance from Placerville	THIRD CLASS 519 Local Freight Arrive Daily Ex. Monday
WOTYPBK Yard	Via Elvas	88.8	TO-R	SACRAMENTO	59.9	Via Elvas
				5.9		
135 WP	5.50 AM	94.7	R	BRIGHTON	54.0	11.50 AM
				1.2		
23	5.55	95.9		PERKINS	52.8	11.40
				1.6		
6		97.5		MANLOVE	51.2	
				1.4		
73	6.05	98.9		MAYHEW	49.8	11.25
				1.8		
3		100.7		ROUTIER	48.0	
				0.9		
25	6.20	101.6	TO	MILLS	47.1	11.15
				2.8		
30 P	6.50	104.4	R	CITRUS	44.3	11.00
				3.0		
13		107.4		NIMBUS	41.3	10.15
				2.7		
36	7.33	110.1		NATOMA	38.6	10.00
				1.0		
	8.40	111.1		FOLSOM JCT.	37.6	9.55
				6.9		
5	**9.10**	118.0		WHITE ROCK	30.7	**9.10**
				8.1		
12	9.50	126.1		LATROBE	22.6	8.35
				5.3		
4	10.20	131.4		DUGAN	17.3	8.10
				5.5		
24 W	11.20 AM	136.9		SHINGLE SPRINGS	11.8	7.45
				5.8		
25	12.01 PM	142.7		EL DORADO	6.0	7.20
				2.3		
19	12.30	145.0	TO	DIAMOND SPRINGS	3.7	7.00
				3.7		
Yard WTK	1.00 PM	148.7	TO-R	PLACERVILLE	0.0	6.30 AM
	Arrive Daily Ex. Sunday			(59.9)		Leave Daily Ex. Monday
	(7.10) 7.53			..........Time over District.......... .....Average Speed per Hour..........		(5.20) 10.12

Additional Stations:

Ramona, 95.5	Soudan, 103.7	Cothrin, 123.1
Brown, 97.0	Salsbury, 105.2	Brela, 128.1
Alden, 98.0	Prattrock, 111.4	Brandon, 129.8
Bradshaw, 99.8	Malby, 119.4	Bennett, 134.0
Boyd, 100.3	Harvey, 121.7	Apex, 147.7

SACRAMENTO SUBDIVISION

SACRAMENTO YARD—OUTBOUND, VIA ELVAS TO BRIGHTON

SACRAMENTO YARD—INBOUND, VIA ELVAS FROM BRIGHTON

Time Table No. 160

June 17, 1940

	SECOND CLASS 420 Freight Leave Daily	SECOND CLASS 518 Local Freight Leave Daily Ex. Sunday	FIRST CLASS 60 West Coast Leave Daily	FIRST CLASS 231 Passenger Leave Daily	Distance from San Francisco			STATIONS		Distance from End of Division	FIRST CLASS 59 West Coast Arrive Daily	FIRST CLASS 232 Passenger Arrive Daily	SECOND CLASS 421 Freight Arrive Daily	THIRD CLASS 519 Local Freight Arrive Daily Ex. Monday
Terminal Yard			7.45 PM	7.40 AM	88.9	A B S	TO-R	SACRAMENTO (Passenger Station)	Double Track	7.0	s 8.45 AM	s 8.55 PM		
								0.9						
		5.30 AM			89.8		R	SACRAMENTO (12th Street)		6.0				12.15 PM
								2.0						
I	9.10 PM	5.40	7.55	7.50	91.8 136.2	Interlocking		ELVAS		4.0	8.30	8.45	1.00 AM	12.01 PM
								3.0						
I	9.30 PM	5.50 AM	8.00 PM	f 7.55 AM	133.2		R	BRIGHTON		1.0	8.20 AM	f 8.40 PM	12.40 AM	11.50 AM
								1.5						
I					131.7			END OF SACTO DIV.		0.0				
	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily				(7.4)			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Monday

Trains moving from Brighton to Elvas are Eastward, and Elvas to Sacramento, Westward.
Trains moving from Sacramento to Elvas are Eastward, and Elvas to Brighton, Westward.

RULE 2. Watch Inspectors:

San Francisco, S. A. Pope, Manager of Time Service, 65 Market St.

Sacramento	H. T. Harger, 1022 K St.	Chico	J. R. Dupen
Roseville	D. B. Farnsworth	Red Bluff	G. C. Wilkins & Son
Colfax	H. O. Grenier	Redding	F. R. Dobrowsky
Sparks	W. R. Adams & Son	Dunsmuir	H. E. Voorhies
Placerville	Leo C. Burger	Dunsmuir	Marion Dayley
Willows	Robt. E. Boyd	Weed	W. Martineau
Orland	L. Schnell	Ashland	F. Slade Songer
Oroville	R. A. Williams	Klamath Falls	F. W. Bertram
Marysville	Milton Haney	Alturas	Wm. Mayben

RULE 4. Designated Holidays:

New Year's Day, January 1st.
Washington's Birthday, February 22nd.
Decoration Day, May 30th.
Independence Day, July 4th.
Labor Day, First Monday in September.
Thanksgiving Day, Last Thursday in November.
Christmas Day, December 25th.

RULES 10 (G) and 10 (H). On double track between Sparks and east end of tunnel No. 41, signals, except fixed signals used by trackmen, will be placed on right of track in direction of movement.

RULE 10 (J). Round yellow slow boards indicate by black figures the speed restrictions applying to Diesel-powered stream-lined trains "CITY OF SAN FRANCISCO." Speeds indicated by oval white slow boards apply to those trains unless a round yellow slow board authorizing a higher speed is displayed on same post below the oval slow board.

RULE 14. Light engines arriving Dunsmuir from East, desiring to enter roundhouse lead, will sound whistle signal as follows: "Short, long, two short."

RULE 14 (d). As specified below, four long, one short, sounds of whistle will be indication that flagman may return from west as prescribed by Rule 99.

Tehama on Davis-Gerber Line.

Siskiyou Line trains to recall flagman between Junction Switch Black Butte and Weed, and Modoc Line trains to recall flagman between Stukel and Klamath Falls.

RULE 14 (e). As specified below, six long sounds of whistle will be indication that flagman may return from east as prescribed by Rule 99.

Roseville on Roseville-Tehama Line.
Brighton on Sacramento-Placerville Line.
Davis on Davis-Gerber Line.
Oroville on Swayne Lumber Co. Logging Road.

Siskiyou Line trains to recall flagman between Junction Switch Black Butte and Weed, and Modoc Line trains to recall flagman between Stukel and Klamath Falls.

RULE 14 (1). Westward trains and light engines will sound crossing whistle signal immediately after emerging from west portal of Tunnel No. 6.

RULE 17. Night signals will be displayed through tunnels and sheds.

RULE 19. Streamliner "CITY OF SAN FRANCISCO" equipped with two red bull's eye lights countersunk nearly flush with roof of rear car. Lights burn continuously and serve as markers.

RULE 26. When necessary for any member of the crew in Streamlined service to go underneath any part of the train, chains will be used for blocking and one placed securely on either side of a traction wheel. In addition, an understanding will be had with the engineer-operator to the effect that he will not move the train until the employee in charge of the work personally reports back to him.

A 90 pound brake application must be maintained during the progress of the work.

RULE 72. Trains between Elvas and Sacramento, and between Elvas and Brighton, and eastward trains via Elvas from Brighton to Roseville, will move irrespective of time-table superiority when moving with the current of traffic.

RULE S-72. Westward trains are superior to trains of the same class in the opposite direction.

RULES 83 and 83 (A). Westward trains, except first-class, passing Sacramento will not comply with Rules 83 and 83 (A) at Sacramento. A proceed signal from switchtender at Front St., Sacramento, green flag by day or green light by night, and in addition proceed indication displayed in Signal S.A. 887, will be authority to move irrespective of timetable superiority from Sacramento to Davis, train order office.

RULE 83 (A). At the following stations, only the trains indicated will register:

Sacramento, 12th St.—Trains terminating.
Brighton—Regular trains via Placerville Branch.
Truckee—First class trains and trains originating and terminating.

Colfax	Harrington	Chemult	Trains originating and terminating.
Chico	Willows	Dunsmuir (Psgr. Station)	
Marysville	Orland		

Woodland—Regular trains except No. 19.

Dunsmuir Yard—Two train registers will be maintained, one for the Redding and one for the Black Butte subdivisions.

Registration arrival of westward first-class trains and departure of eastward regular trains originating at Dunsmuir (psgr station) will be transmitted by telephone by the operator at Dunsmuir (psgr station) to the operator at Dunsmuir Yard, who must enter same on the Black Butte subdivision register. Operators will use care in proper transmission and entry, which must be verified by the operator at Dunsmuir Yard repeating the registration to operator at Dunsmuir (psgr station).

RULE 83 (B). At open train-order offices, trains may register by ticket as follows:

Truckee—First-class trains.
Davis—Nos. 23 and 24.
Woodland—Nos. 8, 17, 18, 23 and 24.
Crescent Lake—Nos. 17 ,23 and 24.
Klamath Falls—Westward Great Northern R.R. trains.
Black Butte—All trains.

Dunsmuir Yard—First-class trains and eastward trains terminating at Dunsmuir Yard and tied up at Dunsmuir (psgr station).

Folsom—Register at Folsom Junction. Trains required to go to Folsom will on return to Folsom Junction, register the same information as shown on register at Folsom.

RULE 83 (C). Regular trains appearing on Black Butte subdivision register at Dunsmuir Yard need not be again checked at Dunsmuir (psgr station).

RULE 83 (D). Western Division trains, via Sacramento or Brighton (except first-class), originating Roseville, will obtain separate Sacramento and Western Division clearances and receive their train orders applying to Western Division at Roseville, and will not comply with Rule 83 (D) at Sacramento. Eastward extra trains and trains originating at Sacramento obtain clearance at Sacramento General Telegraph office located on second floor of psgr. station.

Clearance dated Alturas will authorize Modoc Line trains at Alturas Yard when no operator on duty. Clearance dated Alturas Yard will authorize Lakeview branch trains at Alturas when no operator on duty.

Modoc Line trains receiving clearance at Alturas need not comply with Rule 83-D at Alturas Yard. Lakeview branch trains receiving clearance Alturas Yard need not comply with Rule 83-D at Alturas.

RULE 83 (E). A train, when authorized by train order, may check the register against an extra train and proceed if such extra train appears on the register with the number and date of its restricting order registered in column captioned "Signals". When a train is so authorized to check the register, it must register and place the restricting order number and date in column captioned "Signals"

RULE 93. Yard limits are established at the following stations and limits as follows:

East		West
M. P. 247.60	Sparks	M. P. 241.63
M. P. 209.39	Truckee	M. P. 207.28
M. P. 208.49	Lake Tahoe Branch	
M. P. 222.80	Lake Tahoe	M. P. 221.72
M. P. 172.12	Emigrant Gap	M. P. 169.75
M. P. 142.94	Colfax	M. P. 140.03
	Auburn	
M. P. 125.60	Westward Track	M. P. 122.66
	Newcastle	
M. P. 120.82	Eastward Track	M. P. 119.34
M. P. 120.15	Westward Track	M. P. 118.74
M. P. 110.83	Roseville (East)	M. P. 102.04
M. P. 110.86	Roseville (West)	M. P. 102.04
M. P. 110.95	Roseville, No. 4 Track	
M. P. 107.71	Roseville-Tehama Line	
M. P. 95.72	Sacramento	M. P. 85.8
M. P. 93.09	Walnut Grove Branch	
M. P. 94.93	Placerville Branch	
M. P. 136.33	Main-Polk	M. P. 131.60
M. P. 111.38	Folsom	M. P. 109.86
M. P. 112.05	Folsom Branch	M. P. 111.05
	Placerville	M. P. 148.19
M. P. 113.90	Walnut Grove	M. P. 110.64
M. P. 122.32	Isleton	M. P. 121.05
M. P. 124.59	Golden State	
M. P. 76.94	Davis	
M. P. 85.82	Woodland	M. P. 83.66
M. P. 85.78	Knights Landing Branch	
M. P. 150.84	Willows	M. P. 147.96
M. P. 151.82	Fruto Branch	
M. P. 167.72	Orland	M. P. 164.48
	Colusa Branch	M. P. 180.02
M. P. 185.36	Chico	M. P. 182.61
M. P. 187.06	Stirling City Branch	
M. P. 143.94	Marysville	M. P. 138.75
M. P. 122.69	Knights Landing Branch	M. P. 119.76
M. P. 123.62	Oroville Branch	
M. P. 147.95	Oroville	M. P. 146.40
M. P. 216.08	Gerber	M. P. 211.84
M. P. 224.63	Red Bluff	M. P. 222.04
M. P. 259.23	Redding	M. P. 256.10
M. P. 326.60	Dunsmuir Yard	M. P. 317.91
M. P. 347.70	Black Butte	M. P. 342.63
M. P. 346.50	Siskiyou Line	
M. P. 395.46	Mt. Hebron	M. P. 392.15
M. P. 432.43	Klamath Falls	M. P. 425.67
	Modoc Line	M. P. 552.04
M. P. 459.24	Chiloquin	M. P. 455.10
M. P. 471.62	Kirk	M. P. 469.08
M. P. 530.16	Crescent Lake	M. P. 526.60
M. P. 350.08	Weed	M. P. 345.64
M. P. 376.34	Montague	M. P. 374.66
M. P. 394.80	Hornbrook	M. P. 392.26
M. P. 430.79	Ashland	M. P. 427.08
M. P. 460.90	Alturas Yard	M. P. 454.87
M. P. 460.19	Lakeview Branch	
M. P. 495.22	Hackamore	M. P. 492.33
M. P. 513.05	Lakeview	M. P. 510.63

Eastward freight trains entering Roseville Yard must not pass Dry Creek without receiving proceed signal (green flag by day, green light by night).

Trains and engines, except regular passenger trains, arriving Roseville from the east via Sparks-Roseville line must not pass Lincoln Street, Roseville, without receiving proceed signal (green flag by day, green light by night).

Trains and engines, except regular passenger trains, arriving Roseville, from the east via Tehama-Roseville line, must not pass Lincoln Street, Roseville, without receiving proceed signal (yellow flag by day, yellow light by night).

Freight trains from Sacramento Division enter Sparks freight yard at crossover switch just west of 17th Street and must approach this switch prepared to stop unless route lined and signals indicate proceed.

Klamath Falls—Movements of Great Northern R.R. trains and engines between initial switch east end of yard and Junction switch of Great Northern R.R. will be directed by yardmaster.

Dunsmuir Yard—Westward trains, except first-class, must not pass switch located at signal 3225 east end of Dunsmuir unless proceed signal from yardman received; eastward trains, except first-class, must not pass switch located at signal 3202 west end of Dunsmuir Yard, unless letter "M" is displayed in Take Siding Indicator on mast of signal 3198, or proceed signal from yardman received; and westward trains, except first-class, must not pass switch located at signal 3213 just east of yard office east end of Dunsmuir Yard without instructions from Yardmaster, or proceed signal from yardman, green flag by day or green light by night is received.

RULE D-97 (A). Will apply between Sacramento and Sparks.

RAILROAD CROSSINGS AT GRADE AND DRAWBRIDGES NOT INTERLOCKED

RULE 98. Southern Pacific trains must approach Western Pacific R. R. crossing at Front and R Streets, Sacramento, with caution, expecting to find crossing occupied. Southern Pacific yard engines must stop and ascertain that crossing is clear before proceeding.

Trains and yard engines must ascertain that all switch and industry track crossings in the vicinity of Front and R Streets are clear before using.

Trains must stop within 200 feet of Sacramento Northern R. R. crossing Front and R Streets Sacramento before crossing.

Movements of trains, engines or cars in switching over crossing of the Southern Pacific tracks and the electric lines at Front and M Streets, Sacramento, will be governed as follows:

Southern Pacific trains moving on Front St., Sacramento and yard engines switching on Front Street must stop before reaching the crossings at Front and M Streets, and proceed on hand signals from flagman on the ground at the crossing, a green flag by day and a green light by night. Sacramento Northern trains must stop before reaching the crossing and proceed on signal from the flagman on platform of watchman's shelter, yellow flag by day and yellow light by night.

Eastward trains approaching Sacramento finding distant signal, located just east of the spur known as Washington Spur, used in connection with home signal just west of Sacramento River Bridge, in caution position will stop west of the Fifth Street crossing unless the home signal at bridge indicates clear position.

Trains and engines must stop before crossing Sacramento Northern tracks at 31st and "R" Streets, Sacramento.

Trains must stop within 200 feet of Sacramento Northern crossing at Yuba City.

Trains must pass over Southern Pacific crossing at Grace and Sacramento Northern crossing 9th Street, Chico, with caution.

Trains must stop within 200 feet of Sacramento Northern R. R. crossing on Chico-Stirling City line before crossing.

RULE 99. When torpedoes are used between Blue Canon and Stanford, and at any point during snow storm or when snow on rails, each torpedo placed will be duplicated on opposite rail.

RULE 102. The following rules will govern the handling of a passenger train which has parted on grade between Black Butte and Ashland: On ascending grade, when train has parted, angle cock must be closed at opening, and immediately all hand brakes set on detached portion starting at rear and head end, turning up retainers on all cars as hand brakes are being set. Air brakes must immediately be fully charged on detached portion by using air hose carried in baggage car for that purpose. If for any reason detached portion cannot be recharged immediately, or if necessary to leave rear portion standing, rear truck of detached portion must be chained to rail in such manner as to derail cars should they start. Attempt must not be made to couple to detached portion until brake pipe has been fully charged and chain removed. After the train has been coupled, air must be applied from engine before hand brakes and retainers are released.

RULE 103 (A). In general, highway crossing signals are so designed that they will not operate for trains or engines making a reverse movement after having passed over the crossing. Trains or engines making such reverse movements must protect the crossing unless it is known that signals are operating.

Trains and engines must stop and be preceded by flagman before crossing highway at

Isleton Wharf.
Clayton.
Marysville—Old Cannery Track—4th St.
Wilson—Wilson Road.
Woodland—Main St., House track.

RULE 104. The normal position of switches at end of double track and at junctions will be as follows:

Sacramento R St....	For Walnut Grove Branch.
Verdi..............	Crotch switch at east end of Verdi center siding will be mechanically locked by the derail which must be open before crotch switch can be operated.
Black Butte........	Junction switch 1700 feet west of east water column, for Cascade line.
Klamath Falls.....	Great Northern R. R. Junction switch M.P. 428.4—2773 feet east of west switch of yard, for Southern Pacific main track. Cascade line and Modoc line Junction switch 1000 feet west of M.P. 428, for Cascade line. Modoc line main track parallels south side of Cascade line main track from a point at Cascade line M.P. 427.023 and Modoc Line M.P. 553.2 to Cascade line M.P. 427.786.
Chemult...........	Junction switch Great Northern R. R. in siding 130 feet east of west switch, for Southern Pacific track.
Alturas Yard.......	Junction switch of Lakeview Branch and Modoc Line main track 480 feet west of M.P. 458 for Modoc Line.

RULE 104 (A). Conductors and engine foremen must personally know that main track switches used by them are left locked when clearing main track for Streamliner "CITY OF SAN FRANCISCO" No. 101 and No. 102.

RULE 105. Following tracks are designated for use as sidings:

Weed—Siding located east of station building on opposite side of main track.

Black Butte—Track located on north side of main track extending from west end of yard to connection with Siskiyou Line main track, 200 feet east of east water column will be known as Eastward siding. Track located on north side of main track from east end of yard to connection with Siskiyou Line main track 780 feet east of east water column will be known as Westward siding. Eastward trains required to take siding will use Eastward siding, and westward trains required to take siding will use Westward siding unless otherwise instructed. Operators will restore switches to normal position for trains leaving the sidings at train order office and Siskiyou main track located between Eastward and Westward sidings.

Grass Lake—Westward freight trains taking siding, stop east of west switch house track. East and west house track switches normally lined for legs of wye.

Siskiyou—When a westward train is holding main track to meet an eastward train and switch is open for train to enter siding, conductor of train holding main track will arrange to protect the eastward train against light engines or other trains occupying siding, and will give the eastward train sufficient room to avoid stopping engines in tunnel. Westward trains receiving an order to meet an opposing train on track known as turntable lead at Siskiyou (this track is on south side of main track used by helper engines moving to and from turntable) must not pass signal 4125 until it is known that opposing train has passed signal 4112 at west end of tunnel 13. Eastward trains or engines will leave turntable lead at east switch located 200 feet west of Signal 4124.

Midas—Normal position west switch siding lined for lead to No. 1 track.

Norden—Eastward freight trains with helpers to cut will take siding. Westward freight trains with helpers to cut at Summit will take upper siding.

Elvas—Westward trains via Brighton having cars to set out at Elvas will use east end of center siding, using crossover switch near road crossing. Eastward trains from Brighton having cars to set out at Elvas will use west end of center siding and set cars in at crossover switch near road crossing.

Harrington—West end of siding west of cross-over is westward siding and east end east of cross-over is eastward siding. Junction switch at cross-over.

Wyo—Track 2 of the two tracks paralleling main track, is siding.

Marysville—Eastward trains taking siding will use crossover just west of west water column.

RULE D-152. Does not apply between 15th Street and Sacramento River Bridge, Sacramento, and between Yosemite Street first road crossing east of Roseville passenger station and crossover at Dry Creek west of Roseville.

RULE 206 (A). It will not be necessary for No. 291 to obtain clearance at Tehama, No. 527 at Stirling City, No. 606 at Reno.

RULE 221. Train order signal at Emigrant Gap and Norden are light type signals identified by an illuminated sign (Train Order Signal) on the signal mast.

When a train reaches a point approximately 200 feet from signal, if no train orders, light will change from "stop" to "proceed."

If signal is first seen at "Proceed" indication, clearance must be obtained.

First-class trains will not obtain clearance at Dunsmuir Yard. Eastward trains originating at Dunsmuir Yard need not obtain clearance at Dunsmuir (psgr station).

Light will not be displayed in train order signal at Willow Ranch except when train orders are to be delivered.

Trains must obtain clearance before leaving Folsom and Fair Oaks when such stations are open train-order offices. Extra trains not routed via Folsom or Fair Oaks will not go to or obtain clearance at those stations.

RULE 825. Outfit cars must not be left in front of warehouses, storehouses, lumber yards, or other buildings.

Track between station and Stirling City main track at Chico must be kept clear of cars.

House track at Bray, and passenger siding Grass Lake must be left clear for meeting or passing of trains.

INSTRUCTIONS FOR SETTING HAND BRAKES AT:

DUNSMUIR AND DUNSMUIR YARD

Passenger Trains.........	Two brakes on east end. Three brakes on west end.
Freight Trains...........	Ten brakes on west end. Ten brakes in center of train. Five brakes on east end.

ASHLAND

Passenger Trains.........	Two brakes on east end.
Freight Trains...........	Five brakes on east end. Five brakes on west end.

KLAMATH FALLS

Passenger Trains.........	Two brakes on west end. Two brakes on east end.
Freight Trains...........	Five brakes on west end. Five brakes on east end.

Hand brakes on freight trains must be set with the assistance of a brake club after train has stopped. Any employee releasing any of these brakes, must set as many others to replace them.

Engines must not be cut off freight trains at Dunsmuir, Dunsmuir Yard, Klamath Falls or Ashland until sufficient hand brakes are set to secure train and yard air must not be coupled into train until engine is cut off.

On arrival at Siskiyou, on westward trains, hand brakes must be set ahead of helper engine before cutting off and on rear portion of train when backing down to cut out helper.

RULE 829. Westward freight trains stopping at Chico to perform switching or to take water, must stop east of Sacramento Avenue, or cut train at that point to permit the passage of traffic over tracks.

Trains using siding at Glade will afford a two-hundred-foot clearance east of road crossing approximately seven car lengths west of the east switch.

RULE 834. Open-top cars loaded with rail, pipe, structural steel, lumber, poles or mounted wheels, when such lading projects above sides and end walls of car, must not be placed in train next to cab of mallet engines. Does not apply to trains consisting entirely of logs.

RULE 836. Cars will not be handled ahead of engine at any point between Stirling City and Chico on westward trip.

RULE 862. Trainmen arriving Gerber on first-class trains will remain on duty and protect their train until outgoing brakemen have inspected train and assumed their proper positions, at which time incoming brakemen will be relieved.

RULE 869. Freight brakemen must be on top of train descending steep grades between Edgewood and Black Butte, Snowdon and Ashland, Grass Lake and Delta, Ambrose and Canby, Truckee and Loomis except between Andover and Emigrant Gap.

On freight trains between Truckee and Loomis, Black Butte and Edgewood, Snowdon and Ashland, Grass Lake and Redding, member of train crew will observe track from rear of caboose so train may be stopped in event of derailment. Two Dietz lanterns placed on rear of caboose will be used at night to assist in observing track.

AUTOMATIC BLOCK SYSTEM

RULE 509. A train or engine, when backing out of a siding or other track in block system limits, will, unless backed to clear block signal, proceed as if signal be in stop position.

Block signals in addition to those included within the brackets shown on schedule pages are as follows:

On westward freight track from signal 891 at 7th Street to Sacramento River Drawbridge. On eastward freight track 300 feet east of drawbridge to drawbridge. On eastward and westward passenger tracks 300 feet east of drawbridge to drawbridge. On Front Street 350 feet each side of eastward and westward main track.

At Sacramento, the two center tracks, for entering and leaving Sacramento psgr station, are equipped with automatic signals between 6th and 7th Street switchtender's stations. Rule 509 as applied to single track governs. Signal 889 will display green indication for direct movement to 6th Street switchtender's station, and yellow indications for crossover movement to 6th Street switchtender's station.

Signal 886, located 100 feet east of Sixth Street crossing, controls eastward movements on Tracks 2, 3, 4 and 5, Sacramento Psgr Station, but does not indicate position of switch located 20 feet east of signal 886.

Eastward freight track between automatic signal 350 feet east of Sacramento River Drawbridge to signal 890 at 7th street is not protected with block signals. All trains will proceed with caution.

On No. 1 track between Newcastle and Loomis double track rules will apply except when moving against current of traffic. On No. 4 track between Rocklin and Loomis, Rule 509, single track will apply.

At Sparks, semaphore signal 2452 on signal bridge governs main track movements on eastward main track. Lower arm of semaphore signal 2452 on signal bridge governs diverging route movement from eastward main track across westward track into freight yard. Dwarf light signals 2453 and 2459 govern main track movements on westward main track.

Eastward main track Sparks, from 400 feet east of engine lead switch to dispatcher's office not protected by block signals. From dispatcher's office to dwarf signal 2459 on westward main track, not protected by block signals.

Dwarf light signal 2455 governs movement from engine lead to eastward main track. When this signal indicates stop, engine, after stopping at signal, may proceed on hand signal from herder, who must not give signal to engineer until trains moving on eastward main track have stopped or crossover switches are lined from eastward main track into freight yard, protecting movement.

Trains or engines stopped by signals 2134 or 2141 at Gerber; 3208, 3209 or 3210 at Dunsmuir Yard; 3216, 3218, 3222 or 3223 at Dunsmuir; 4288, 4293 or 4297 at Ashland; 4292, 4293 or 4295 at Klamath Falls, may proceed with caution, not exceeding 12 M.P.H.

Routing arm in proceed position on signal 4112 west of Siskiyou, authorizes train to proceed and enter siding.

Special slide signal, light type, located on westward track opposite Floriston station indicates condition of slide fence only, not connected with track.

A block signal with a triangular number plate is actuated by some special protective device and special action is required when signal indicates "Stop."

The following block signals have included in their control limits some special protective device. When these signals indicate "Stop", careful inspection must be made of the track or structure, as indicated below, and it must be known that they are safe for passage of trains before proceeding.

Eastward Trains Signals	SPARKS-ROSEVILLE	Westward Trains Signals
2220	Track opposite slide fence Floriston	2239
2146	Track opposite slide detector fence	
2164	875 feet in length at First signal	2165
	Bridge east of Boca M.P. 216.5	2181
2012	Snow shed Andover M.P. 201.2	2015
2010	Fire protection	2013
2000	Snow shed West end Tunnels 13 and 42	2003
2002	M.P. 200 West of Andover—Fire protection	2005
1780	Track opposite slide fence between old Highway crossing and east switch Crystal Lake	1789
1438	Track opposite slide fence around Tunnels 33 and 34	
	ROSEVILLE-TEHAMA	
1344	Bridge over Clark's slough M.P. 137.08 east of Ostrom	1371
1906	Bridge at M.P. 191.83 east of Nord	1927
	TEHAMA-DAVIS	
1756	Bridge over Rico Creek M.P. 176.21 west of Corning	1781
1354	Bridge at M.P. 137.44 west of Delavan	1381
1178	Bridge at M.P. 118.88 east of Genevra	1201
	DUNSMUIR-KLAMATH FALLS	
3294	Rock detector fence east of Tunnel 12 M.P. 329½	3299
3528	Dry Canyon Bridge M.P. 353.35	3547

Movements over crossing at Front Street, just east of the Sacramento River drawbridge, are controlled by derails and light type signals, as follows:

On westward freight track, by derail located 300 feet from Front Street crossing and two-indication light type signal located 50 feet from derail.

On eastward freight track, by two-indication light type signal, located 350 feet from Front Street crossing.

On westward passenger main track by three-indication light type signal, 350 feet from crossing.

Green indication governing movement of westward trains straight through on westward main track.

Yellow indication governing movement through crossover to eastward passenger main track.

Movements on Front Street across eastward and westward main tracks are governed by derails located approximately 90 feet from main track and by two-indication light type signals located ten to thirty feet in rear of derail.

Signal governing movement on Pioneer Mill track also governs movement on store lead, but does not indicate position of store lead switch, which is 45 feet south of signal.

Signal governing movement on track No. 4 also governs movement on track No. 5, but does not indicate position of switch 60 feet north of signal.

Signal governing movement on track No. 6 also governs movement on track No. 7, but does not indicate position of switch 60 feet north of signal.

Derails and signals, except derail on westward freight track (which is operated by signal operator on drawbridge) are operated and controlled by switch tender at Front Street crossing.

Signals on Front Street tracks governing movement over Front Street crossing do not indicate position of switches or condition of track between signals and crossing. Trains and engines on Front Street moving on proceed indication of light signals will see that switches are lined for them and that track on which they are moving is not obstructed by other cars or engines.

If signals do not indicate Proceed, Rule 663 will apply.

Light signals govern movement against the current of traffic on No. 2 track from crossover Emigrant Gap to west limits Norden interlocking plant and from east limits Norden interlocking plant to Andover. On No. 1 track from Andover to east limits Norden interlocking plant and from west limits Norden interlocking plant to crossover Emigrant Gap, M.P. 171.5.

When these signals indicate "stop," trains moving against the current of traffic on No. 1 or No. 2 track Rule 509, single track, will apply.

Additional light signals mounted on the masts of the following interlocking signals at Norden.

On signal mast of eastward signal located at Norden station on No. 2 track governing movement into eastward siding.

On signal mast of eastward signal located on eastward siding at east end of concrete shed governing movement over switch to turntable.

On signal mast of eastward signal located on eastward siding at west switch of crossovers governing movement on crossover.

Normal indication of these signals DARK. Proceed with caution, indication will be given by a flashing yellow light. This will indicate that interlocking signals are in stop position; that switches are lined and movement may be made to couple to cars or engines on siding without calling operator on telephone.

Two indication light signal installed on westward turntable lead to No. 2 track, Norden. Signal is located on left-hand side of track and 92 feet east of signal 48-a, and is a repeater signal used in connection with signal 48-a, governing westward movement from turntable lead to No. 2 track.

Light type dwarf signals and switch indicators governing westward movement from center sidings to No. 1 track are located at

West End Center Siding Troy (Signal 1857).
" " " " Crystal Lake (Signal 1779).
" " " " Midas (Signal 1603).

Normal indication of these signals DARK. Stop indication will be displayed after derails are closed. Proceed indication will be displayed when derails and switches are lined for movement and block is unoccupied.

Should these signals fail to indicate proceed, wait four minutes for time element relay to function, which will be effective when main track approach circuit is occupied. After operation of time element relay, if signals fail to indicate proceed, Rules 509 and 99 apply.

Light signal at yardmen's station opposite yard office Roseville is used by yardmen to give proceed signal to westward freight trains from Sparks-Roseville line to enter yard. Indications as follows:

No light—Stop and stay clear of Yosemite Street crossing.
Flashing yellow light—Proceed into yard.

Light signals and switch indicators governing movements from Great Northern connections and Modoc Line main track to Cascade Line main track are located as follows:

Junction of Great Northern R. R. to Modoc Line (Signal 4276).
Junction of Modoc Line to Cascade Line (Signal 4280).
Junction of Great Northern R. R. to Cascade Line (Signals 4284-4283).

Normal indication of these signals STOP. Proceed indication will be displayed after switches and derails are lined for movement and block unoccupied. Should these signals fail to indicate proceed after switches are lined wait four minutes for time element relay to function, which will be effective when approach circuit to junction switch is occupied. After operation of time element relay, if signals fail to indicate proceed, Rules 509 and 99 apply.

Normal position of signal 5031, governing movement from Great Northern R. R. connection at Chemult, and signal 5025, governing movement from interchange track Chemult, STOP. Proceed indication will be displayed after switches and derails are lined for movement if block clear. Should these signals fail to indicate proceed after switches are lined, Rules 509 and 99 apply.

Signal 3218 at Dunsmuir governs movement from work track through crossover and on main track to signal 3222. Dwarf light signal 3214 at derail east end of drill track Dunsmuir Yard governs movement from drill track to work track and will indicate proceed only when both derail and switch to work track are lined for movement to main track and block clear. Signal 3222 at Dunsmuir governing eastward trains is located on left side of main track.

RULE 509 (e). When necessary to send flagman through tunnel 13, at Siskiyou, train must wait until flagman calls on telephone from opposite end of tunnel.

That portion of Rule 509 (e) reading: "...and the intervening track is seen to be clear..." is interpreted as referred to the track being clear of locomotives and/or cars.

RULE 516. Overlap posts are located at:

Eastward Trains—Dunsmuir Yard—515 feet west of signal 3210.
Leaf—Fouling point west switch.
Texum—Near middle of yard.
Live Oak—100 feet west of Station.
Tehama—2,000 feet east of junction switch.
Westward Trains—Pine Ridge—Near middle of yard.
Somerset—Middle of yard.
Wyo—1,000 feet west of east switch of siding.

OIL BUFFER SPRING SWITCHES

When a block signal in advance of a facing point oil buffer spring switch indicates "Stop", careful examination of switch must be made before passing over it.

When making trailing point movement and train is stopped on switches, a reverse movement must not be made, nor the slack taken until the switch has been thrown by hand. When movement has been completed through switch, reverse movement must not be made until point closes.

Running switches are prohibited and sand, blow-off cocks, and injectors must not be used nor boosters started while passing over these switches.

Oil buffer spring switches are located at the following points, and the indicated speed must not be exceeded while trains are passing over them.

Roseville—Trailing from siding to eastward main track 15 M.P.H.

Spring switch located at M.P. 107.38 normally lined for main track. Eastward trains moving from drill track will run through this switch when in normal position. To avoid making reverse movement through switch when leaving drill track trains must stop at clearance point on drill track when signal 1074 located 350 feet east of switch is in stop position. Eastward trains moving from drill track and trailing through this switch will not exceed 15 M.P.H. Westward movement on main track must not be made over this switch without first stopping and inspection made of switch.

Tehama—Trailing from Roseville line, 25 M.P.H. Junction switch equipped with spring switch normally lined for movement via Willows.

Between Signals SA-2119 and SA-2116 on Davis line and Signals SA-2119 and SA-2118 on Roseville line, interlocking rules apply.

Eastward trains stopped by Signal SA-2116 or SA-2118 will send flagman to operate clock work time release located on Signal SA-2116.

Time release must not be operated when trains or engines are within interlocking limits or seen approaching on opposite line.

To operate clock work time release turn knob to right to extreme position, hold in this position and push button for signal desired and release knob. After four minutes signal should change from stop to proceed (or caution).

If signal does not change to proceed after operating release, train will not proceed (Rules 663-672) until inspection is made of spring switch and see that switch is properly lined for movement.

When Signal SA-2118 governing movements of eastward trains on Roseville line is in "Stop" position, oil buffer spring switch must be lined by hand before movement is made and restored to normal position by hand after movement has been completed.

Eastward inferior trains stopped at Tehama to allow eastward superior trains on converging route to proceed, will, when the semi-automatic signal governing their movements is found in proceed position, promptly operate time release, which will then change signal on route of inferior train to stop position and one on converging route to proceed position, thereby reducing delay to both trains.

INTERLOCKING

Sacramento River Drawbridge—

Nineteenth Street, Sacramento—At crossing of R Street track with Western Pacific R. R.

Yard engines desiring to use industry spurs will give following signal from push button located on home signal 400 feet west of crossing.

To Valley Grocery spur—One short, two long.
To Bekins spur—One long, one short, one long.

Elvas—Limits on Sacramento-Roseville line extend from interlocking home signal 1,400 feet west of tower to interlocking home signal 1,200 feet east of tower, and on Elvas-Polk line to interlocking home signal at west switch Polk siding; and on Placerville Branch line to interlocking home signal 600 feet east of Junction switch.

Following switches and derails within interlocking limits are hand operated and must not be thrown until permission has been obtained from Signal Operator.

American Can Company spur switch and derail. Derail is electrically locked.

Crossover, center siding, Elvas, to westward track, Elvas-Polk line.

Crossover, center siding, Elvas, to eastward track, Polk-Elvas line.

West switch and derail, center siding, Elvas.

Hopfen spur switch and derail.

Meister's spur switch and derail. Derail is electrically locked.

Permission must be obtained for each movement into or out of American Can Company and Meister spurs.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

Whistle Signals governing routes as follows:

To Roseville, one long, four short.
To Sacramento, three long, one short.
To Polk, two long, three short.
To Elvas Siding, three short, two long.
To Third Track, two short, two long.
To American Can Spur, one long, one short, one long.
To Meister's Spur, one short, two long.

Eastward passenger trains will not be required to make running test approaching interlocking plant at Elvas, except when brake pipe has been separated.

To operate a dual control switch by hand, trainman must secure permission from the Signal Operator. When permission, including the time and working limits, is granted, he must first move selector lever to the "hand-throw" position and lock it in that position. When the time limit has expired or work is completed, the selector lever must be restored to the "switch machine" position, selector lever and hand-throw lever locked, and so reported to the Signal Operator; at the same time he must report the location of train or engine. If the main track is cleared and selector lever restored to "switch machine" position before expiration of the time limit new authorization must be obtained before again using the dual control.

The selector and hand-throw levers must never be forced. They will move easily when properly in mesh, although some manipulation of first one and then the other may be necessary to get them in proper mesh. If the switch was lined for siding when dual control use was started, it must be again lined for siding before selector lever is restored to "switch machine" position.

When selector lever is placed in the "hand-throw" position, all signals immediately adjacent to the switch governed will indicate "stop." Under these conditions the train or engine authorized to use switch may pass these signals without stopping and make movements over the switch within the limits authorized as necessary during the time the selector lever is in the "hand-throw" position and locked. Trainmen must notify engineer when the selector lever is in the "hand-throw" position, and also notify him when it is returned to the "switch-machine" position, so he may be governed by interlocking signals adjacent to the switch.

Emigrant Gap—Limits as follows:

On No. 1 Track from interlocking signal located 100 feet west of house track spur to signal 1711, 500 feet west of turntable.

On No. 2 Track from clearance of crossover to signal 1716, 60 feet east of east switch of crossover.

Electrically operated derail located 60 feet west of interlocking signal west of house track spur switch on No. 1 Track.

East switch of crossover equipped with electric lock.

Derail located at clearance on east lead of turntable and equipped with electric lock.

Trains passing interlocking signals as provided by rule 663-B will be preceded by a flagman to next home signal or clear distant signal.

When instructed to operate derail by hand, be governed by instructions on sign at derail.

Trainmen or enginemen will not unlock or throw the west switch of crossover, when making crossover movement, until the east switch of crossover has been lined.

Trainmen or enginemen will not unlock or throw switch to east lead of turntable until derail has been closed.

Westward movement from west lead of turntable or from fire-train crossover will not be made until permission is given by operator.

Norden—Limits as follows:

No. 1 Track from interlocking home signal at west switch of siding Donner to signal bridge 775 feet west of Norden office.

No. 2 Track from signal bridge 775 feet west of Norden office to westward interlocking home signal opposite signal 1975 west of crossover Eder.

Fire Train Spur—Switch and derail hand operated, derail electrically locked and must not be thrown until permission has been obtained from signal operator.

Run-around Tracks—Enginemen on helpers left on run-around track, must obtain permission from signal operator before lining switch to siding.

Spur track switches must not be lined for movement to siding without first obtaining permission from signal operator.

Trains passing interlocking signals as provided by Rule 663-B will be preceded by a flagman to next home signal or clear distant signal.

When permission is given by signal operator to eastward trains to pass interlocking signals located on main track and on siding east end of Norden, trains must wait ten minutes and then be preceded by flagman according to rules and follow flagman 10 minutes to next home signal or clear distant signal.

When interlocking home signal located approximately 300 feet west of the west switch at Donner indicates stop, westward trains will stop to clear the west switch of Donner siding.

Georgiana Slough-Drawbridge.

Snodgrass Slough-Drawbridge.

9th and K Streets Tower, Marysville.

Following switches and derails on Western Pacific R. R. within interlocking limits are hand operated and electrically locked, and must not be thrown until permission has been obtained from Towerman when on duty:

Switch and derail, Western Pacific-S. P. transfer track.
Switch and derail, Western Pacific high line track.
Derail on Western Pacific stock corral track.

During hours towermen are off duty, trains desiring to move on Western Pacific main track from transfer track, high line and corral track, will first proceed to derail, electric lock, and unlock the door. After door has been opened, and no trains are seen approaching on Western Pacific track, signal 4 located on Western Pacific track 464 feet west of crossing, and signal 15, 2-arm signal located on Western Pacific track 1624 feet east of crossing will immediately go to stop position, releasing electric locks. Electric locks are released when indicator in lock is in proceed position, then move lever directly below indicator to the right which will permit operation of switches. When switches are again restored to normal position, lever should be moved to left position before closing door.

Western Pacific switch key will be found in hand release box on pole near junction switch.

If necessary to make this movement when a train is approaching on Western Pacific main track, opening the door of any electric lock will not put signals in stop position, but electric lock can be released by first proceeding to junction switches and operating time hand release located in box on pole, marked hand release, which will automatically put signals in stop position. After time hand release has been restored to normal position, a white light will indicate electric locks are released.

Switches and derails must be immediately returned to normal position after train has passed over them.

Trains desiring to cross Western Pacific tracks on Knights Landing Branch, when towermen are off duty, will call Chief Dispatcher at Sacramento and be governed by his instructions.

Binney Junction Tower—Junction with Woodland-Oroville line and crossing Western Pacific R. R.

Whistle signals governing routes as follows:

Main track to or from Gerber, one long, four short.
Main track to or from Oroville, two short, two long.
Siding to or from Gerber, one short, three long.
Siding to or from Oroville, three long, one short.
Siding to or from west leg of wye, three short, two long.
Main track to or from west leg of wye, two long, three short.
Main track to or from east leg of wye, one short, one long.
To Spur, one short, two long.

Switches to east and west legs of wye hand thrown. Normal position of switch for Knights Landing line.

Woodland—Crossing Sacramento Northern R. R.

Whistle signals governing routes as follows:

For Tehama to or from siding, one long, four short.
For Tehama to or from house track, three long, one short.
For Knights Landing to or from siding, one short, three long.

Hand signals as required by Rule 628 may be given from the tower instead of from the ground.

No towerman on duty between 12 midnight and 6.30 a.m.

Signals on the Sacramento Northern R. R. will be placed in STOP position and Southern Pacific signals will be lined clear for westward movement after No. 20 passes.

In the event it is necessary to use the plant between the hours of 12.00 midnight and 6.30 a.m. for other than westward movements, crew should promptly get in touch with the Chief Dispatcher at Sacramento who will make the necessary arrangements.

Redding Remote Control—Cross-over switches east end siding controlled by operator at telegraph office.

Trains passing interlocking signals as provided by Rule 663-B will be preceded by flagman through interlocking limits.

When instructed to operate switches by hand, be governed by sign on relay housing opposite west switch of cross-over.

AUTOMATIC INTERLOCKING

Live Oak—Crossing Sacramento Northern R. R. one-half mile east of Live Oak.

Stronghold—Crossing Great Northern R. R. one-half mile east of Stronghold.

When trains are stopped by signals governing the use of automatic interlocking plants, flagman must be sent to crossing to operate clock-work time release. Release must not be operated when trains are between home signals or seen approaching on intersecting line.

After release has been operated, a red indicator light should be displayed over release and home signal should indicate proceed or red indicator on home signal mast be displayed. Trains may then proceed.

If red indicator lights are not displayed, trains may proceed over crossing as provided by Rule 663.

Instructions for operating clock-work time release are posted on door of box.

Speed of trains must not exceed 30 M.P.H. between home signal and crossing.

TAKE SIDING INDICATORS

RULES 705 to 708. Emigrant Gap—Located on mast of signal 1706 at west switch of center siding of eastward track controlled by operator at Emigrant Gap displays following indications:

Top—green	bottom—dark	Proceed Rule 504
Top—yellow	bottom—dark	Proceed Rule 503
Top—red	bottom—red	Stop Rule 501
Top—red	bottom—green	Take siding

Dunsmuir Yard—Located on mast of distant signal 3198 west of west switch.

Mount Shasta—Located on mast of signal D 3360 west of Mount Shasta.

TRAIN AND AIR INSPECTION

Page	Location	
All		Freight trains, and light engines not equipped with tire coolers except mallets, on descending grades will stop 10 minutes between switches at the following stations, to permit wheels to cool. Trainmen will make careful inspection of all cars and enginemen inspect engines.
2	Stanford	Engine stop west of Culvert 202-E, 1879 feet west of West switch.
2	Norden	On No. 2 track.
2	Truckee	Exception—five minutes.
3	Summit	On No. 1 track.
3	Troy	
3	Yuba Pass	
3	Knapp	Exception—five minutes.
3	Midas	
3	Gold Run	
3	Colfax	
3	Crystal Lake	During stormy weather and when snow on ground, instead of Yuba Pass.
3	Emigrant Gap	During stormy weather and when snow on ground, five minutes for heat radiation, in addition to Knapp.
3	Flint	Train to clear highway crossing at west end (except westward freight trains that stop at Auburn, inspect at Auburn instead of Flint).
11	Latrobe	
12	Doon	
12	Paradise	(Also passenger trains) stop 5 minutes, cool wheels.
12	Crouch	
10	Steinman	
10	Gregory	
10	Hilt	Exception—five minutes.
10	Weed or Edgewood	
8	Mott or Azalea	Exception—five minutes.
8	Andesite	
10	Canby	
10	Hackamore	When using retainers.

AC Type engines running light on descending grade stop sufficient length of time to inspect engine.

Light engines equipped with tire coolers descending grade, stop at Truckee, Emigrant Gap and Colfax to inspect engine.

At points between Roseville and Sparks where freight trains stop for inspection, enginemen will drain water from main reservoirs on engines.

In addition to the designated stops for inspection, no freight train will make a continuous run of more than fifty miles without a stop for inspection, except freight trains may go to Biggs and eastward freight trains to Lenz if an additional stop can be avoided.

At points where freight trains stop for inspection, they will do so between switches to permit light engines to pass.

Trains handling logs must stop and inspection made by crew of load and chains before entering Klamath Falls Yard, passing through tunnels and over Sprague River Bridge west of Chiloquin, Dry Canyon Viaduct between Hotlum and Bolam, Klamath River Bridge west of Hornbrook, and all crossings except 2nd, 4th, 5th, 14th, 15th, 17th and 18th, over Sacramento River.

Between sunset and sunrise, two Dietz lanterns must be placed on rear of caboose and trainmen must observe track for fallen logs.

When a train handling logs takes siding to meet a train or to allow a train to pass, such train must be thoroughly inspected to insure proper clearance for safe passage of trains, and no move made until expected train has been met or passed.

Light engines descending grade between Hornbrook and Ashland, stop sufficient time at established freight train inspection stations for inspection of engine and to permit heat of tires to equalize.

AIR BRAKE RULE 3

Maintain brake pipe pressure of 80 pounds on freight and mixed trains.

AIR BRAKE RULE 16

Emergency hose must be used on freight trains between Sparks and Roseville applied at most accessible location approximately every 20th car from engine.

On westward freight trains plugs will be fastened on east end of car and on eastward freight trains on west end of car.

Emergency hose will be handled by carmen at Sparks, but must be applied and removed when necessary by trainmen at intermediate stations.

AIR BRAKE RULE 24

Page	Location	Rear end test on freight trains must be made immediately prior to leaving:
10	Siskiyou	All trains.
8	Grass Lake	Westward freight trains.
10	Hornbrook	Eastward trains.
8-10	Black Butte	Siskiyou Line freight trains.
10	Ambrose	Westward freight trains.
3	Summit	Westward trains.
2	Norden	Eastward and westward trains.
12	Stirling City	All trains.
11	Placerville	All trains.
3	Truckee and Summit	Westward trains make brake pipe test.

AIR BRAKE RULE 39

Page	Location	Running test on passenger trains must be made at:
10	Snowden	Eastward trains.
8-10	Black Butte	Siskiyou Line trains.
8	Grass Lake	Westward trains.
10	Ambrose	Westward trains.
3	Tunnel 6	Westward trains. (Just before entering tunnel.)

AIR BRAKE RULE 33—FREIGHT TRAINS

One operative retainer for the amount of Ms shown below must be turned up:

Page	Ms per Operative Brake	TERRITORY
2	120	Norden to Truckee.
3	140	Summit to Yuba Pass.
3	100	Yuba Pass to Loomis.
7	250	Dunsmuir Yard to Gibson.
8	100	Azalea to Dunsmuir yard.
8	150	Grass Lake to Azalea.
10	100	Black Butte to Edgewood. Ambrose to Canby.
10	150	Snowden to Hornbrook.
10	90	Siskiyou to Ashland.
10	90	Siskiyou to Hornbrook.
		Placerville Branch
11	120	M.P. 148 to M.P. 146. M.P. 145 to M.P. 138.
11	140	M.P. 136 to M.P. 130. M.P. 129 to M.P. 122.
11	150	M.P. 117 to M.P. 112.
12	80	Stirling City to M.P. 188.

AIR BRAKE RULE 46—PASSENGER TRAINS

Page	Number of Retainers	TERRITORY
2	All	Norden to Truckee.
3	All	Summit to Long Ravine Bridge and N. E. Mills to Loomis.
8	Accessible	Azalea to east switch Dunsmuir.
8	....	Shasta Springs or west, if stop is made, retainers may be turned down.
10	All	Siskiyou to Ashland.
10	All	Siskiyou to M.P. 403.6.
10	All	M.P. 400 to Hornbrook.
10	Accessible	Black Butte to Edgewood.
10	Accessible	Ambrose to Canby.
10	....	M.P. 403.6 to M.P. 400, retainers on head end cars must be left turned up, but should be turned down momentarily if stop is made at Hilt.
10	Accessible	Ashland, will be turned down after passing yard limit board.
11	All	Stirling City to M.P. 188.

Whenever passenger equipment is handled on freight trains and a plug test is made, considerable time must elapse before brake pipe pressure will build up sufficiently to release the brakes on passenger equipment.

Conductors will advise engineers when they have such passenger equipment on the rear of their trains so that engineers will allow a sufficient length of time for brakes to release before attempting to start train.

Diesel propelled train, "CITY OF SAN FRANCISCO", carries 110 lb. brake pipe pressure and has graduated release; when necessary to use a steam locomotive to handle this train, such locomotive must also carry 110 lb. brake pipe pressure instead of the 90 lb. ordinarily carried when handling passenger trains. The high pressure side of the air compressor governor of the steam locomotive must be set for 140 lb. and the low pressure side for 130 lb. pressure.

As piping of air brake system on Streamliner, "CITY OF SAN FRANCISCO," will not permit of compliance with Rule 24 the following will govern when coupling engines to or cutting them off this train:

Couple helper engine on in order to hold the train from running away and before cutting in automatic air; release the straight air set up from the power cars; then close the double heading cock.

The automatic brakes may then be applied and released from the helper engine without delay or difficulty, if proper brake pipe and main reservoir pressure is carried. No rear end test is required. The application and release of the brakes should be checked by an inspector or trainman from rear car.

When helper engine is to be cut off train, the automatic brake should be applied and left applied until helper is detached. Engineman on power car should then open the double heading cock and apply electric pneumatic brake. Release of brake on the last car in the train is a check that the brake is operative and the train is ready to proceed.

When passenger train has stopped, engineman will release air brakes and retainers must be turned down and engineman notified by one sound of air signal.

Speed of freight trains will be reduced at points where trainmen are required to handle retainers.

If tonnage exceeds amount of Ms specified for each retainer, trains may be handled between Azalea and Dunsmuir Yard, Black Butte and Edgewood, Ambrose and Canby, up to 120 Ms, and between Ashland and Hornbrook up to 100 Ms per operative retainer.

Sufficient retainers will be turned up, in the judgment of engineman, to properly control trains handling logs descending grade between Kirk and Chiloquin, Ambrose and Perez.

Retainers must be turned down momentarily ascending grade M.P. 403.6 to Hilt. Retainers must be turned down if stop is made between Thrall and Hornbrook. The maximum retaining pressure must be used from Siskiyou to Ashland and Siskiyou to Hornbrook on loaded cars, except refrigerators, equipped with the 10-20 and 15-30 pound retainers.

Freight trains consisting of not more than 60 cars and not more than 65 Ms per operative brake may be handled Snowdon to Hornbrook and Grass Lake to Azalea with no retainers provided engineman can properly control speed of train and charge brake pipe to standard pressure between applications. If necessary to use retainers to control speed of train, engineman will instruct train crew number of retainers required.

The tonnage of any freight train between Hornbrook and Ashland must not exceed 100 Ms per operative brake when handled on descending grade by AC, AM, 2-10-2 or SP type engines. When other type engine used 90 Ms per operative brake will govern. Westward trains must not be moved out of Ashland in excess of this tonnage per operative brake. The tonnage of any freight train descending grade between Mount Shasta and Dunsmuir, Black Butte and Edgewood, and between Ambrose and Canby must not exceed 120 Ms per operative brake.

The tonnage of freight trains between Stirling City and Chico must not exceed 80 Ms per operative brake, between Placerville and Folsom and between Summit and Loomis, 100 Ms per operative brake, and between Norden and Truckee 120 Ms per operative brake.

Train crews on freight trains from Roseville Yard will not release hand brakes until engine is coupled to train or yard air is through train.

MISCELLANEOUS

1 Water columns at stations listed below are equipped with locking devices which hold column (when not in use) parallel to track.

Mount Shasta, Black Butte, Grass Lake, Bray, Mt. Hebron, Pine Ridge, Kirk, Lenz, Stronghold, Perez, Hackamore, Canby, Alturas Yard, Lakeview, Emigrant Gap.

After taking water, firemen must push column around until locking device engages, which will be known by fact that column cannot then be moved in either direction unless it is unlocked by engaging tank hook in unlocking lever located just above outer end of column spout.

Engines of freight trains on descending grades of one per cent or over, also westward at Cottonwood, Chiloquin and Lenz, must be detached to take water. Engines of freight trains, except eastward at Morley, must be detached to take oil.

Do not take water at east tank Morley except when necessary to take siding.

Helper engines coupled in middle or rear of train must be cut off from forward portion before taking water, and where lead engine cannot handle forward portion without assistance of helper, latter must not be cut off until forward portion has been pushed beyond water tank.

Take water only in emergency at following points:

Woodland, Maxwell, Robbins, Tudor, Stronghold, Hackamore and Orcal tank.

Water supply—Cantara—Three-fourths mile east.
Grenada—One-fourth mile east.
Klamathon Tank—M.P. 390.5.
Whittier Tank—M.P. 485.8 Lakeview Branch.
Orcal Tank—M.P. 403.6.

When a blue signal or an authorized sign is displayed at one or both ends of an engine, indicating that workmen are under or about it, or engine has been spotted to take oil or water, reverse lever must be placed in center, throttle valve closed, cylinder cocks opened and independent air brakes applied.

Leading and helper engines must not cut off from head and rear portion of train at the same time at Steinman when taking water. When leading engine is coupled to train, after taking water, engineman will place automatic brake valve on lap, then sound one long whistle signal. Helper engineman will then make fifteen pound reduction of brake pipe pressure, leading engineman noting fall of brake pipe pressure will release brakes and after brake pipe has been charged, helper engine may then be cut off. Trainmen will not cut off helper engine until advised by helper engineman that brake pipe has been recharged.

In Valley territory engines may take oil and water without cutting off train at all points, except Marysville.

On ascending grades between Roseville and Sparks, engines on freight trains may take oil and water without cutting off train at all stations except Gold Run and Colfax.

Do not take oil at Gold Run except in emergency.

Eastward freight trains stopping at Colfax for water with helper engines in train, lead engine should stop with pilot just west of water column, cut off and take water. This to avoid possibility of accident at highway crossing.

Water at Mystic on No. 1 track only.

Trains handling empty express refrigerators will take water at Blue Canon so tie sprinklers will operate at full efficiency.

Westward passenger trains from Sparks should take water at Truckee in preference to other water stations.

Eastward trains will approach crossing at Colfax very carefully when westward trains are in the vicinity of the crossing.

3 If unable to handle train account storm conditions on mountain, reduce to ninety per cent of engine ratings, advising chief train dispatcher fully of action taken.

4 Not more than one F or AC type engine shall be placed on head end of freight trains except on trains consisting entirely of logs between Leaf and Grass Lake, Canby and Ambrose. Two GS or MT, or one GS and one MT, type engines must not be coupled on descending grade where maximum curvature exceeds 10 degrees or greater. F or AC type engines must not be coupled ahead of engines smaller than consolidation when tonnage behind such engine is in excess of time table rating. Between Ashland and Hornbrook, helpers must be placed in rear of train.

Westward freight trains cutting all helpers at Siskiyou will take siding and use braking power track to run around rear portion of train. Cars must not be left standing on main track with engine detached.

Two engines must not be coupled on Stirling City Branch. Helper engines must be cut back in train.

4a Pushing trains out of yards: No locomotive will be placed behind a wooden underframe caboose or other wooden frame equipment.

Locomotives weighing more than 210,000 pounds on the drivers will not be placed behind steel underframe cabooses.

Air will not be coupled through the pusher engine.

Yard engines regularly so used will be equipped with Russell-Jordan device to hold the coupler pin from dropping, thus making it unnecessary for employes to uncouple the pusher engine when cutting off.

In no case shall the knuckle be removed, or closed, or cutting lever temporarily fastened in release position on a pusher engine, as means of preventing coupling being made.

Unless local conditions require, it will not be necessary to stop trains to detach pusher engines.

Helper service: No helper engine will be placed behind wooden underframe cars or cabooses.

Locomotives weighing more than 210,000 pounds on the drivers will not be placed behind cabooses.

In no case will more than one helper engine be placed behind steel underframe cabooses.

5 S. P. track to Swayne Lumber Co. Yard at Oroville passing under W. P. trestle will not be used or switching performed thereon during time W. P. trains are passing over trestle.

When necessary to occupy McCloud River R. R. Company's tracks at Mount Shasta, including the west leg of wye, it must be under protection of flag.

When using siding at Delavan be sure that chute at beet loading dump is raised to proper clearance.

Stop sign at Roseville on circuit drive where switch leads into car repair tracks. All engines must stop at this sign and proceed with caution.

7 When roadway machines (ditchers, pile drivers, power shovels, crane and derrick cars) are operated on double track or on tracks immediately adjacent to the main track, or off track adjacent to main tracks, boom or other parts of the machine must not be operated to foul main track, without proper flag protection. Such equipment must be at rest and clear of main tracks when trains are passing.

Flag protection must be provided on adjacent main tracks which closely parallel track on which ballast or other material is being loaded or unloaded. Operations must be stopped when trains on main track are passing.

Capacity of sidings between clearance points is based on an average car length of 47 feet not including engines and caboose.

8 At points where engine is to be changed or cars set out or picked up on passenger trains, rear brakeman will open steam valve on rear of train at station one mile board and engineman will shut off steam one-half mile from station.

9 Westward freight trains having pick up or set out at Colfax will, whenever possible, leave train east of east crossover while work is being performed.

10 Storage tanks of Standard Oil Company near tracks at M. P. 107.9 between Roseville and Rocklin, flues of engines must not be sanded until after engine has passed this point.

Underground gasoline tanks installed opposite house track at a point 300 feet west of station Colusa. Engines must not be stopped in front of unloading spot when oil or gasoline cars are being unloaded.

Page	Type of Engine	Restricted Tracks
2	F-AC-Mk-Mt-GS	Auburn, Nev. St..Spurs.
2-3		Clipper Gap......Team, east of road crossing.
2-3		Colfax............Material spur, west yard.
2-3	AC-4-5-6-7-8	Colfax............Corral track, west of corral, bunk spur, house and house lead east of freight house. Team, beyond east end of freight house platform. Scale.
2-3	F-AC-Mk-Mt-GS	Rocklin..........Siding, House.
3		Penryn...........Fruit spurs west of station.
3		Newcastle.........Tracks 3-4 and No. 7 beyond end of curve or switch leading to lumber spur.
3		Flint.............Standard Oil spur.
3		Auburn...........High line.
3		W. Applegate....Spur.
3		W. N. E. Mills...Spur, west of tool house.
2-3	F-AC-Mk-Mt-GS	Magra............Spur.
		Towle............Spur.
		Blue Canon.......Dump spur, oil spur, Greek spur east of oil column.
		Yuba Pass........Spur switches
		Crystal Lake....Spur, south side of No. 2 track.
		Cisco.............Outfit spur, Campbell's spur east of corral chute.
		Spruce...........Spur switch.
		Summit...........Lumber spur switch.
		Andover..........Outfit spur, three car lengths back of frog.
4	Passenger Trains	Harrington.......Short siding.
		Cortena...........Siding.
4-5	All	Wyo..............Stoney Creek gravel pit, beyond sign reading "Engines must not go beyond this point."
4-5	AC-4-5-6-7-8	Merritt..........Warehouse.
		Dunnigan........Standard Oil.
		Hershey.........Warehouse.
		Harrington.......Short siding.
		Arbuckle.........Warehouse.
		Cortena..........Siding, warehouse, house.
		Maxwell.........House, corral, loading, warehouse.
4-5	AC-4-5-6-7-8	Willows..........Union Oil, Union Ice, team, warehouse, pump house, engine spur, set-out.
		Artois...........House, warehouse.
		Orland...........Engine spur, oil spur.
		Wyo..............East leg of Wye.
		Corning..........Heinz spur.
		Tehama..........House, beet, warehouse.
6	F-AC-Mk-Mt-GS	Nord.............Siding.
		Biggs............Doty warehouse spur, west end of yard. Brick warehouse spur, east end of yard.
		Nelson...........House or corral track from east switch to point 200 feet west of stock chute.
		Durham..........Warehouse track.
		Barber Yard......No. 1 track from west switch to point 400 feet west of east switch.
		Barber Yard......No. 2, 3 and 4 tracks.
		Chico............Priol warehouse spur. Reynolds warehouse spur. Standard Oil spur.
		Copeland.........Siding.
		Los Molinos......Spur track.
		Lomo............Siding.
		Marysville.......Team, mill spur, Earl Fruit spur.
		Clayton..........Spur serving Stockton Fire Brick Co., across highway.
		Dantoni Jct. and Dantoni.
6	All	Marysville.......Rio Grande Oil spur off "E" St., use reach.
6	Heavier than 210 Ms	Ostrom..........Corral Track off siding, use reach.
6	All	Barber...........Diamond Match Co.'s track at wye.
7	AC-4-5-6-7-8	Castella.........Dirigo Industrial tracks.
		Kennet..........Trestle to slag pit, use reach.
7-8-9-10	Heavier than 210 Ms on Drivers	Red Bluff........Pioneer Fruit spur.
		Redding.........Hoefer's and Sterling Lumber Co.'s spurs.
		Pollock..........Spur.
		Lamoine.........Little Slate Creek Bridge.
		Gibson...........Spur.
		Igerna...........Spur.
		Weed............Long Bell Lbr. Co., docks 1 and 2 in lumber shed, shed spur, block spur, factory 2, factory 3, No. 6 lumber yard.
		Industrial tracks between Bray and Klamath Falls except C, AC 1, 2 and 3 type engines as follows:
		Dorris...........All spurs.
		MacDoel.........Lumber spur back of stock corral.
		Industrial tracks between Klamath Falls and Kirk except engines not heavier than 275 Ms on drivers as follows:
		Algoma..........Log spur and track to box factory.
		Modoc Point.....Lamm Lumber Co., spur.
		Lakeview Branch
8	F and AC 4-5-6-7-8	Pioneer
8	AC-4-5-6-7-8	Mt. Shasta.......Pacific Fruit & Produce Co.'s spur, or on house track, beyond west end of freight platform.
		Penoyar.........Spurs, use reach.
7-8-9-10	All	Pollock...........100 feet each side of pit, Clifford's Industry track.
		Mt. Shasta.......McCloud River R. R. main track from Clearance with interchange east end of yard to point opposite station building.
		Algoma..........Spur leading to Algoma Lbr. Co. machine shop.
		Ager.............Spur beyond signal east of road crossing.
		Willow Ranch....Crane Creek Lumber Co. shed.
		Perez............Spur.
		Stronghold.......Spur-Pit.
10	GS, AC	Siskiyou line between Hornbrook and Ashland.
11	C	Placerville........Weber spur.
12	Mk-F-AC Mt-GS	Knights Landing Branch, except between Woodland and switch to Swanston Corral spur.

MAIN TRACKS

11 Tracks between Sacramento and Roseville numbered, and unless otherwise authorized, will be used as follows:

No. 1 westward trains.
No. 2 eastward trains.

Tracks between Roseville and Sparks numbered and will be used as follows:

No. 1 westward trains, via Auburn.
No. 2 eastward trains, via Auburn Nevada Street.
No. 4 between Rocklin and Loomis; diverges from No. 2 at Rocklin and runs on south side of No. 1, one-half mile east of Rocklin to Loomis, connecting with No. 1 at Loomis.

End of No. 4 at Loomis is located at clearance point west of crossover to No. 1 at M.P. 113.

That portion of No. 4 from crossover, M.P. 113, to Signal 1138 will be used as a siding of 83 cars capacity.

Light type dwarf signal governing eastward movement on No. 1, signal 1136, located at clearance point of east end of siding.

Normal position of semaphore signal 1138 governing eastward movement from siding "Stop". Proceed indication will be given after main track switch is lined and block unoccupied.

Should this signal fail to indicate proceed wait four minutes. After expiration of that time if signal fails to indicate proceed Rules 509 and 99 apply.

At Chico, Stirling City Branch main track originates at switch on Stirling City Branch leading to engine house at Chico. Trains to and from Stirling City Branch use yard tracks between passenger station and Stirling City Branch main track.

At Marysville, trains to and from Oroville Branch, use Marysville siding. Normal position of switch of Woodland-Oroville main track is for Knights Landing Branch.

At Willows, Fruto Branch main track originates at yard limit board on Fruto Branch. Trains to and from Fruto Branch use yard tracks between passenger station and Fruto main track.

At Woodland, Knights Landing Branch main track originates at switch at east end of siding 150 feet east of cattle guard 85-A. Normal position of switch for Knights Landing Branch. Trains to and from Knights Landing Branch use Woodland siding.

12 Engines equipped with pilot plows must not use tracks on "E" Street, Marysville.

Engines equipped with pilot plows must not be operated beyond log landings.

Where rail lubricators are located, running switches are prohibited and sand, blow off cocks and injectors must not be used, nor boosters started while passing over same.

13 Safety switch point locks on facing point switches near road crossings on the following switches have been installed:

Benali	East switch of crossover to westward siding on westward track.
Antelope	West switch to center siding on eastward track.
Rocklin	Switch to quarry spur on eastward track.
Penryn	East switch of crossover to siding.
Newcastle	East switch of crossover between main tracks west of road crossing.
Newcastle	East switch to westward siding on westward siding.
Colfax	West switch of crossover between main tracks east of Grass Valley Street.
Proberta	East switch.
Cottonwood	West switch siding, Heins gravel spur.
Anderson	West switch siding.
Deetz	East switch siding.
Calor	West switch siding.
Mowich	West switch siding.

These switch locks mechanically lock the switch points in normal position and it is necessary to hold the release lever down by foot pressure until the switch points are moved out of position.

14 From May 1 to Nov. 1, sprinklers will be placed in service on line between Roseville and Sparks upon departure of westward freight trains and light engines, Norden to Loomis, and on eastward freight trains and light engines Norden to Truckee.

Sprinklers are to be kept open while train is in motion; where long stops are made they will be closed temporarily to avoid waste of water.

Eastward trains will operate sprinklers Norden to Truckee and westward trains Norden to Loomis.

During dry season, engines will sprinkle wooden structures with water from tender on steep descending grades.

On Shasta District, use sprinklers on engines so equipped when passing through all tunnels.

15 Trains and engines must not pass switch-tender's stations at Sixth Street and Seventh Street, Sacramento, without receiving proceed signal, green flag by day and green light by night, and must move with caution between Sacramento River Bridge and Seventh Street.

20 Handling of freight cars in trains behind passenger cars carrying passengers prohibited. The term "freight car" does not include a baggage, express, or mail car, or a caboose. Baggage, express, mail, refrigerator or other head end cars must not be handled on rear of passenger trains unless trainmen can pass through them.

Passenger equipment handled in freight trains must be placed between cars equipped with carmen cutting lever.

Gas transport cars when handled in freight trains should be placed next ahead of caboose.

Cars with inoperative couplers, if loaded with perishables or live stock, may be chained in train and moved to nearest available repair point. All other cars with defective couplers will be switched to the rear of caboose, using operative coupler by turning car. Car and caboose should be chained to prevent breaking away from train while enroute. Cars chained may be moved to nearest repair point in direction train is moving.

24 Minimum Clearances for Rotary Plows

Push cars in shed district must be placed between posts providing for proper clearance.

Tunnels 3 and 4 shed posts 8 to 10 inch clearance.

Tunnel 5, 8 inches clearance.

East and west of M. P. 195, stone walls clear 6 inches. Water trough east of tunnel 10 clears 5 inches.

East end of tunnel 11 clears 8 inches.

Rotary plow on an 8 or 10 degree curve will swing approximately 7 inches from center.

Rotary snow plows 7203-7210-7222 equipped with wings, will not clear rock cut eastward track 700 feet east of M. P. 155, rock cut westward track at Rocky Point M. P. 158.4, also snow sheds and tunnels, when wings are extended.

Crews handling plows through district where standard clearance is not provided must reduce speed to six M.P.H. through tunnels and at rock walls.

OPERATION OF TURNTABLES

26 Yellow light signals on leads to turntable at Norden. These signals will indicate route to be used from turntable. If no indication visible when engine is ready to leave turntable, telephone signal operator at Norden for instructions.

Marker posts are placed on each end of the Norden turntable to aid in spotting engines. AC type engines must be spotted with center of cab door directly opposite a marker post to avoid couplers striking concrete piers when turning.

Remove rail locks before attempting to move table.

Properly line table and reset rail locks before moving engine on or off table and enginemen must know that it is properly lined before attempting to move engine on table.

Release brake before moving turntable and do not apply brake unless control handle is in the "off" position.

To Move Turntable: Turn controller handle around to the third or fourth point allowing about one second on each point.

To Stop Turntable: Turn controller rapidly to "off" position.

Allow turntable to come to stop before reversing motor.

In case of trouble notify operator at Norden office, who will call maintainer.

Turntable must be left lined and locked for east lead to eastward track.

Normal position turntables on Truckee District will be as follows:

Emigrant Gap...East approach, with motor on east end.
Norden.........East approach to eastward track.

Trainmen and enginemen using these turntables must leave them lined as shown above.

SPEED RESTRICTIONS

Maximum speed of passenger trains must not exceed 50 M.P.H. and Freight and mixed trains 35 M.P.H. except as otherwise provided for.

Speed Restrictions in Miles Per Hour, Will Apply as Follows:

Page No.	Territory	PASSENGER					FREIGHT			LIGHT ENG. RUNNING FORWARD				
		Maximum Except Streamliner Diesel Power	Streamliner Diesel Power Unit	With AC-7, 8 Engines	With F-1, 3, 4, 5 AC-1, 2, 3, 4, 5, 6, MK-2, 4, 5, 6, 8, 9, C-2 to 10 Inc., 15, 17 and TW Engines	With Other Type Engines Except T-1, 23, 28 and 31 which are limited to a maximum of 50 M.P.H.	Freight and Mixed, Maximum	With AC-1, 2, and 3 Engines	Engines and Motors Backing	F-1, 3, 4, 5 MK 2, 4, 5, 6, 8 and 9 and AM Engs.	GS MT-1, 3, 4, 5, E, M, T, A and P	Types C-2 to C-10 Inc.	C-4, 15, 17, MK-2, 4, 5, 6, 8, 9 AM, AC-1, 2, 3, 4, 5, 6, 7, 8	Switch Engines S-SE Type
2	Sacramento—Roseville...No. 2 Track	60	95	55	40	60	40	25	30	35	40	35	30	20
2	Roseville—Colfax........No. 2 Track	40	50	40	40	40	35	25	30	35	40	30	30	20
2	Colfax—Truckee..........No. 2 Track	35	35	35	35	35	20	20	15	30	30	25	30	20
2	Truckee—Sparks..........No. 2 Track	40	44	40	40	40	30	25	15	35	35	30	30	20
3	Sparks—Truckee..........No. 1 Track	40	44	40	40	40	30	20	30	35	35	30	30	20
3	Truckee—Loomis.........No. 1 Track	35	35	35	35	35	20	20	15	30	30	25	30	20
3	Loomis—Roseville........No. 1 Track	50	70	45	40	50	35	25	30	35	40	35	30	20
3	Roseville—Sacramento...No. 1 Track	60	95	55	40	60	40	25	30	35	40	35	30	20
4, 5	Davis—Gerber..........................	60	......	55	40	60	40	25	30	35	40	35	30	20
6	Roseville—Tehama.....................	50	......	50	40	50	35	25	30	35	40	35	30	20
11	Harrington—Wyo via Colusa..........	30	......	......	25	30	25	....	20	....	25	25	20	20
11	Willows—Fruto...........................	20	......	......	......	20	15	....	10	....	15	15	15	20
11	Sacramento—Isleton....................	30	......	......	20	30	20	....	15	....	25	20	20	20
11	Grace—Josephine........................	30	......	......	20	30	20	....	15	....	25	20	20	20
11	Marchant—Karnak.......................	30	......	......	20	30	20	....	15	....	25	20	20	20
11	Knights Ldg. Jct.—End of track........	15	......	......	......	15	15	....	10	....	15	15	......	......
11	Chico—M.P.188 (Stirling City Branch).	30	......	......	25	30	25	....	15	....	25	25	25	20
11	M. P. 188—Stirling City..............	20	......	......	20	20	12	....	10	....	15	12	12	20
11	Dantoni Jct.—Dantoni.................	20	......	......	......	20	20	....	20	....	15	20	......	......
12	Truckee—Lake Tahoe....................	40	......	25	25	40	30	20	15	20	30	30	30	20
12	Woodland—Marysville..................	25	......	......	25	25	25	....	15	....	25	25	25	20
12	Marysville—Oroville.....................	20	......	......	20	20	20	....	15	....	20	20	20	20
12	Brighton—Folsom........................	40	......	......	30	40	30	....	30	....	40	35	30	20
12	Citrus—Fair Oaks.......................	25	......	......	20	25	20	....	15	....	20	20	20	20
12	Folsom—Placerville....................	25	......	......	20	25	Mixed 20 Frt. 15	....	12	....	25	15	15	20
......	Through Crossovers, Turn-outs, and on all tracks except main tracks.......	15	......	10	10	15	15	10	10	15	15	15	10	15

Page No.	Territory	PASSENGER							FREIGHT		LIGHT ENGINES RUNNING FORWARD				
		Maximum	With F 1,3,4,5 Cross Counter Balanced AC, 7, 8	With T 1, 8 to 23, 28, 31, 34, 36, 57, 58 M MK 5 to 9 Engines	With C2 to 10 C 18 to 29	With C 15, 17 TW MK 2, 4 and 10 G. N. Ry. F 5 Engines	With AM AC 4,5,6 F 1, 3, 4, 5 not Cross Counter Balanced	With AC 1,2,3 Engines	Freight and Mixed Maximum	Engines and Motors Backing	Maximum	MT C 2 to 10 C 18, 19 MK 5 to 9 F 3, 4, 5	AC 4,5,6, 7, 8, AM C 15, 17 TW MK 2, 4 and 10 G. N. Ry. F 5	AC 1,2,3	Switch Engines S-SE Type
7	Gerber and M.P. 216.5....................	50	50	50	45	40	45	40	35	30	35	35	30	30	20
7	M.P. 216.5 and Redding..................	60	55	50	45	40	45	40	40	30	40	35	30	30	20
7	Redding and one mile east of Middle Creek..........	40	40	40	40	40	40	40	35	25	40	35	30	30	20
7	One mile east of Middle Creek and Dunsmuir........	28	25	28	28	28	25	20	20	15	28	25	25	20	20
7	Exception: Eastward freight trains one mile east of Middle Creek and Dunsmuir........	......	......	......	......	......	......	......	25	15	......	......	......	......	......
8	Dunsmuir and Azalea.....................	25	25	25	25	25	25	20	20	15	25	25	25	20	20
8	Azalea and Mount Shasta...............	30	25	30	30	30	25	20	20	15	25	25	25	20	20
8	Mount Shasta and Deetz................	50	50	50	45	40	45	40	35	25	40	35	30	30	20
8	Deetz and Black Butte...................	25	25	25	25	25	25	20	20	15	25	25	25	20	20
8	Black Butte M.P. 345 and M.P. 355½ Cascade Line..	35	35	35	35	35	35	35	25	20	35	30	30	30	20
8	M.P. 355½ and Klamath Falls...........	60	55	50	45	40	45	40	40	25	40	35	30	30	20
9	Klamath Falls and M.P. 479½...........	60	55	50	45	40	45	40	40	25	40	35	30	30	20
9	M.P. 479½ and M.P. 498..................	65	55	50	45	40	45	40	40	30	35	35	30	30	20
9	M.P. 498 and Crescent Lake.............	60	55	50	45	40	45	40	40	30	35	35	30	30	20
10	Black Butte and Edgewood...............	25	25	25	25	25	25	20	20	15	25	20	20	20	20
10	Edgewood and Snowdon...................	50	50	50	45	40	45	40	35	25	40	35	30	30	20
10	Snowdon and Ager.........................	30	25	30	30	30	25	20	20	15	30	25	25	25	20
10	Ager and Thrall............................	25	25	25	25	25	25	20	20	15	25	20	20	20	20
10	Thrall and Hornbrook....................	30	25	30	30	30	25	20	20	15	30	25	25	20	20
10	Hornbrook and Hilt........................	25	25	25	25	25	25	......	15	15	25	25	25	......	20
10	Hilt and Cole..............................	30	25	30	30	30	25	......	20	20	30	25	25	......	20
10	Cole and M.P. 425.........................	25	25	25	25	25	25	......	15	15	25	25	25	......	20
10	M.P. 425 and Ashland....................	30	25	30	30	30	25	......	20	15	25	25	25	......	20
10	Alturas Yard and Canby..................	40	......	40	40	40	40	40	30	20	40	35	30	25	20
10	Canby and Ambrose......................	25	......	25	25	25	25	20	20	15	25	25	25	25	20
10	Ambrose and Klamath Falls..............	40	......	40	40	40	40	40	30	20	40	35	30	25	20
10	Alturas Yard and Lakeview...............	30	......	......	......	......	......	......	30	20	25	......	......	......	20
8	Dredger fills, Worden and Klamath Falls..........	50	50	50	45	45	45	40	35	30	40	35	30	30	20
9	Dredger fills, Wocus and Ouxy..........	50	50	50	45	45	45	40	35	30	40	35	30	30	20
	Through Crossovers, turnouts and on sidings........	15	10	15	15	15	10	10	10	10	15	15	15	10	15
	Trains handling logs loaded on flat or logging cars, Tangent track........	......	......	......	......	......	......	......	25	......	......	......	......	......	......
	Trains handling logs loaded on flat or logging cars, Curved track........	......	......	......	......	......	......	......	20	......	......	......	......	......	......

SPEED RESTRICTIONS

SPEED TABLE

SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MINUTES SECONDS	SPEED PER HOUR	1 MILE IN MIN. SEC.
6	10.00	25	2.24	39	1.33	53	1.08	68	0.53
8	7.30	26	2.18	40	1.30	54	1.06	69	0.52
10	6.00	27	2.13	41	1.27	55	1.05	70	0.51
12	5.00	28	2.08	42	1.25	56	1.04	72	0.50
15	4.00	29	2.04	43	1.23	57	1.03	74	0.49
16	3.45	30	2.00	44	1.21	58	1.02	75	0.48
17	3.31	31	1.56	45	1.20	59	1.01	76	0.47
18	3.20	32	1.52	46	1.18	60	1.00	78	0.46
19	3.09	33	1.49	47	1.16	61	0.59	80	0.45
20	3.00	34	1.45	48	1.15	62	0.58	82	0.44
21	2.51	35	1.42	49	1.13	63	0.57	84	0.43
22	2.43	36	1.40	50	1.12	64	0.56	85	0.42
23	2.36	37	1.37	51	1.10	65	0.55	90	0.40
24	2.30	38	1.34	52	1.09	67	0.54	95	0.38

Speed restrictions for engines are shown in speed restriction table; however, attention is called to the following maximum speeds at which tenders may be operated:

Tenders having water capacity 7,000 gallons or less, except classes 70-R-1 and 70-SC-1, maximum speed 50 M.P.H.

Where maximum speed of 60 M.P.H. authorized for passenger trains, maximum speed of 50 M.P.H. must not be exceeded on curves.

Following F 1, 3, 4 and 5 type engines cross counter-balanced for a maximum speed of 55 M.P.H.—3625, 3634, 3652, 3656, 3658, 3665, 3666, 3676, 3677, 3681, 3685, 3687, 3692, 3706, 3709, 3711, 3716, 3727, 3728, 3732, 3737, 3742, 3752.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, slow down sufficiently to permit safe dispatch without hazard, and will stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

Engines operated coupled tender to tender must not exceed speed permitted engines running backward.

Streamliner "CITY OF SAN FRANCISCO" must not exceed maximum speed authorized by Streamliner slow boards when operating on single track or with the current of traffic on double track and must not exceed speed allowed other passenger trains when operating against the current of traffic.

Speed prescribed by slow boards, bulletins or special instructions must not be exceeded unless authorized by Streamliner slow boards and speed prescribed by train order for steam passenger trains must not be exceeded.

SPEED OVER STREET CROSSINGS WITHIN CITY LIMITS

		M.P.H.
Reno		20
Lincoln		35
Woodland, Main and Court Sts		12
Willows		40
Orland, Walker St.	Passenger	35
	Freight	25
Corning		40
Roseville, Lincoln St		12
Red Bluff		15
Redding		15
Chiloquin		25

Page	Type of Engine	Station-Territory-Structure	MPH
All	Mt-1-3-4-5	Where slow boards restricting speed on curves show 30 M.P.H.	28
All	S & SE	On curves	15
All	Motors	Backing thru yards and over highway crossings	10
All	All	Freight trains on descending grades, while passing passenger trains	15
All	...	Locomotive cranes moving in trains with flexible or swivel truck trailing	18
All	...	Trains entering or moving thru controlled sidings, or when running against the current of traffic on double track under authority of dwarf signals	25
2	All	Passenger trains on curves between Colfax & Truckee	30
2	All	Eastward trains: From M.P. 102.04 to M.P. 104.14	
		Streamliner diesel power unit	50
		Passenger trains	40
		Freight and mixed trains	35
2	All	From Signal 1046 to MP-108 on Roseville-Sparks line	20
2	All	Eastward trains between Signal bridge just west of Sparks psgr station and Sparks Yard Office	12

SPEED RESTRICTIONS—Continued

Page	Type of Engine	Station-Territory-Structure	MPH
2-3	All	Elvas, interlocking	25
2-3	AC-1-2-3	On curves between Truckee and Loomis	20
2-3	All	Flangers, between Lawton and Loomis and be governed by other speed restrictions	30
2-3	All	Fire Trains, with water cars full	25
2-3	All	Fire Trains with water cars less than three-quarters full. Water cars must be kept full when possible	20
2-3	All	Trains handling loaded Flint hoppers	25
2-3	All	Trains and engines between west end Sacramento River Drawbridge and 15th Street Sacramento	20
2-3	All	Trains and engines Sixth Street crossing entering and leaving Sacramento passenger station	8
3	All	Trains between Rocklin and Loomis on No. 4 Track	25
3	All	Passenger trains on curves between Truckee and Loomis	30
3	All	Waiting room Norden just east of telegraph office	10
3	All	Westward first class trains from MP 108 on Sparks-Roseville line to Signal 1049 (M.P. 104.90)	20
3	All	Westward trains: From M.P. 104.14 to M.P. 102.5	
		Streamliner diesel power unit	95
		Passenger trains	60
		Freight and mixed trains	40
3	All	Trains handling empty express refrs between Emigrant Gap and Loomis	25
4-5	All	Trains using track to Swanston feed yard Woodland	10
4-5	AC-4-5-6-7-8	Cache Creek, between Woodland and Yolo....89-A	
		Stoney Creek, bet. Orland and Wyo...166-D, 166-E	
		Thomas Creek, bet. Richfield and Tehama...182-A	25
6	AC-4-5-6-7-8	Bear River Bridge, 1.2 Miles west of Wheatland....126-C	
		Yuba River Bridge, 2000 Feet west of Marysville....140-C	
		Deer Creek Bridge, .8 Miles east of Vina.....203-E	
		Sacramento River Bridge at Tehama........210-C	25
6	All	Trains from west approach Yuba River Bridge to Binney Junction	25
6	All	Between overhead bridge Roseville and Roseville psgr station	15
6	All	Westward trains moving to Roseville line over Junction Switch at Tehama	20
7	All	Engines moving west over spur switch east end Lamoine siding	8
7-8-10	AC-1-2-3	Between Middle Creek and Mt. Shasta, Black Butte and Grass Lake, Ambrose and Canby, where slow boards show 25 MPH	20
8-9	All	Klamath Falls yard between Sixth Street viaduct and Main street crossing	15
7-8-9-10	All	Trains handling logs thru tunnels and over following bridges and crossings:	
		Sprague River Bridge, west of Chiloquin	
		Dry Canyon Viaduct between Hotlum and Bolam	
		Klamath River Bridge, east of Klamathon	
		All crossings Sacramento River, except 2nd, 4th, 5th, 14th, 15th, 17th and 18th	6
9	All	Passenger trains on house track at Algoma	8
10	All	Hornbrook, engines using wye, enter on west leg and leave on east leg	8
10	All	On curves Alturas Yard and Lakeview freight and mixed	25
11	All	Trains having cars loaded with ore or high loads of lumber on curves 7 degrees or over, on Placerville Branch	12
11	All	Mather Field spur	10
11	All	Engines on balloon track Lake Tahoe	8
11	All	Over RR Crossing, Bridge St., east of Yuba City Station	12
11	All	Trains handling logs, thru Tunnel No. 1	6
12	All	Between initial switch of spur to Hood Wharf and Hood Wharf	10
12	All	Isleton to end of track, 2.5 miles east	10
12	All	On curves between Kurand and Fruto	12
12	All	Over trestle 112-A on Sutter Basin Branch	15

(UNLESS OTHERWISE FURTHER RESTRICTED BY TIME-TABLE, SLOW BOARDS OR TRAIN ORDER)

Trains handling wooden pile-drivers; locomotive cranes with boom disconnected and heavy end forward; steam shovels and ditchers, transported on their own wheels:

On tangent main tracks	35
except S.P.M.W. 4044	25
On tangent branch tracks	25

On all curves—5 M.P.H. less than speed authorized. Where slow boards in place 5 M.P.H. less than shown on slow boards, except when speed indicated is 15 M.P.H. or less be governed by slow boards.

Trains handling locomotive cranes with boom disconnected and light end forward (must not be handled in this manner except in emergency):

On tangent main tracks	20
On curves and on branch tracks	15

Trains handling locomotive cranes with boom in place, either end forward (to be handled in work trains when practicable):

On tangent main tracks	25
On curves and on branch tracks	15

Trains handling steel pile-drivers may make maximum freight train speed.

Trains handling relief outfit with steam derrick:

On tangent main tracks	35
On tangent branch tracks	25

On all curves—5 M.P.H. less than speed authorized. Where slow boards in place 5 M.P.H. less than shown on slow boards, except when speed indicated is 15 M.P.H. or less be governed by slow boards.

Maximum speed of disabled engines hauled in train, or running under own steam, must not exceed:

When pilot removed	20 M.P.H.
When main rod only removed	30 M.P.H.
When side rods only removed	30 M.P.H.
When both main and side rods removed	20 M.P.H.
When hauled in train, all rods on	30 M.P.H.
SP 1, 2 and 3 when inside main rod removed	30 M.P.H.
S and SE engines, and all other types of engines when not equipped with engine trucks	20 M.P.H.

When all weight has been removed from any one pair drivers, speed must not exceed 20 M.P.H.

When all weight has been removed from one wheel of any pair drivers, speed must not exceed 30 M.P.H.

Blocking of leading drivers of an engine, in order to redistribute weight, should not be attempted as this may cause derailment.

All cars handled in passenger trains must be equipped with steel-tired or all steel wheels.

Wooden passenger-carrying cars, wooden baggage, express and other head end cars, unless equipped with steel center sills and steel platforms must not be used in passenger trains. Speed of trains handling such cars restricted to 40 M.P.H.

If consist of train includes both wooden and steel passenger-carrying cars, the wooden cars must be kept together and handled on rear.

Slow boards at west switch Truckee No. 1 track, east switch Loomis No. 1 track and west switch Colfax No. 2 track, with figures 35 on upper left side, 30 on lower left side, and 20 on right side.

Trains consisting of engine and caboose only may operate at speed authorized for AC 4, 5, 6, 7 and 8 type engines running light between Roseville and Sparks.

No. 290 will be permitted speed of 40 M.P.H. when handling freight cars in territory otherwise restricted to 35 M.P.H.

Trains consisting of engine and caboose only may operate at speed of 25 M.P.H. between Middle Creek and Mount Shasta.

Trains consisting of engine, flanger and caboose may operate at maximum allowable speed of freight trains. In curve territory on the Shasta District where maximum speed of passenger trains is 28 M.P.H. flangers will be permitted to operate at same speed.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE

SACRAMENTO YARD

Mile Post	LOCATION	DESCRIPTION
	Sacramento River Bridge..	.....Side
	Shop Yard..........	Oil House West of Store No. 1.....Side
	Shop Yard..........	Sand spurs Nos. 1 and 2.....Overhead
	Shop Yard..........	Track No. 2, Car Shop No. 9.....Side
	Shop Yard..........	Track No. 3, Car Shop No. 9.....Side
	Shop Yard..........	Track No. 4, Car Shop No. 9.....Side
	Shop Yard..........	Track No. 5, Car Shop No. 9.....Side
	Shop Yard..........	Track No. 9, Car Shop No. 9....Overhead and Side
	Shop Yard..........	Roundhouse spur.....Side
	Shop Yard..........	Track No. 2 Bone Yard Track.....Side
	Shop Yard..........	Track No. 3 Laundry.....Side
	Shop Yard..........	Track No. 2 Scrap Dock.....Side
	Shop Yard..........	Track No. 3 Scrap Dock.....Side
	6th and I Streets........	Cowell Lime & Cement Co. Bldg..Overhead and Side
	6th and H Streets........	Western Meat spur.....Side
	6th Street..........	New Foundry Track.....Side
	6th Street..........	Coke spur.....Side
	6th Street..........	Foundry Track 6th Street.....Side
	R between 11th and 12th..	Lawrence Warehouse.....Side
	R between 21st and 22nd..	Barley spur Buffalo Brewery.....Side
	R between 21st and 22nd..	Buffalo Brewery spur.....Overhead and Side
	21st and R..........	Buffalo Brewery Plant.....Overhead and Side
	25th and R..........	Unloading pit, Sacramento Rock and Sand Co..Side
	B between 11th and 12th..	Phoenix Mill spur.....Side
	B between 8th and 9th....	Consumers Ice Co. Track.....Side
	3rd to 6th Streets........	Track No. 4 Rolling Mill.....Side
	6th Street..........	Water Tank.....Side
	15th and N. B. Streets....	Unloading pit center of Track, Golden Gate Atlas spur
	13th and 14th on B St.....	Unloading pit center of Track, Clark and Henry spur
	4th and R Streets........	Sacramento Vegetable Growers Assn.....Side
	5th and R Streets........	Virden Packing Co. spur.....Overhead and Side
	Front St. between M & N.	Sacramento Northern Guy Pole.....Side
	Walnut Grove Connection.	2nd Street to Front St. Yard.....Overhead
	Front St. between H & I..	Stulsaft spur.....Overhead
	Bet. tracks No. 1 and No. 2	South end of old freight shed.....Front St. Side
	Bet. tracks No. 2 and No. 3	South end of new freight shed.....Front St. Side
	American River Bridge....	.....Side

ROSEVILLE-SPARKS—EASTWARD

Mile Post	LOCATION	DESCRIPTION
106.6	Roseville..........	Icing track, PFE track No. 2 and New Icing track, PFE plant.....Side
106.6	Roseville Yard..........	Track No. 3, Heavy Rip.....Side
106.6	Roseville Yard..........	Track No. 4, Heavy Rip.....Side
106.6	Roseville Yard..........	Track No. 5, Heavy Rip.....Side
106.6	Roseville Yard..........	Track No. 6, Heavy Rip.....Side
106.6	Roseville..........	P. F. E. Icing Tracks Nos. 0-1-2-3.....
110.6	Rocklin..........	Kesty Quarry spur.....Overhead
110.6	Rocklin..........	Henderson Quarry spur.....Overhead and Side
110.6	Rocklin..........	Pernu Quarry spur.....Overhead
110.6	Rocklin..........	Elickson Quarry spur.....Overhead
110.6	Rocklin..........	Cal. Granite spur, Rocklin, Quarry.....Side
110.6	Rocklin..........	Stock Chute on Corral Track.....Side
	E. of Rocklin..........	Antelope Creek bridge.....Side
114.2	E. of Rocklin..........	Tunnel No. 15.....Side and Overhead
114.7	E. of Rocklin..........	Tunnel No. 16.....Side and Overhead
117.3	E. of Lincoln Ave., Penryn	Tunnel No. 17.....Side and Overhead
120.5	E. of Newcastle..........	Tunnel No. 18.....Side and Overhead
122.7	E. of Newcastle..........	Tunnel No. 19.....Side and Overhead
123.1	E. of Newcastle..........	Tunnel No. 20.....Side and Overhead
124.6	E. of Nev. St., Auburn....	Tunnel No. 21.....Side and Overhead
131.2	E. of Bowman..........	Tunnel No. 22.....Side and Overhead
132.7	E. of Clipper Gap........	Tunnel No. 23.....Side and Overhead
132.9	E. of Clipper Gap........	Tunnel No. 24.....Side and Overhead
133.1	E. of Clipper Gap........	Tunnel No. 25.....Side and Overhead
133.3	E. of Clipper Gap........	Tunnel No. 26.....Side and Overhead
133.8	E. of Clipper Gap........	Tunnel No. 27.....Side and Overhead
134.8	E. of Applegate..........	Tunnel No. 28.....Side and Overhead
135.9	E. of Applegate..........	Tunnel No. 29.....Side and Overhead
138.7	E. of N. E. Mills........	Tunnel No. 30.....Side and Overhead
139.2	E. of Lander..........	Tunnel No. 31.....Side and Overhead
139.4	E. of Lander..........	Tunnel No. 32.....Side and Overhead
141.7	Colfax..........	Automatic Signal Nos. 1420, 1421 and 1425....Side
141.7	Colfax..........	Water Col. west of Station W. B.....Side
141.7	Colfax..........	P. F. E. Icing Platform.....Side
145.3	E. of Colfax..........	Tunnel No. 33.....Side and Overhead
144.7	E. of Colfax..........	Tunnel No. 34.....Side and Overhead
152.2	Gold Run..........	Mail Crane.....Side
	Gold Run..........	Water Tank West end of Yard.....Side
152.4	E. of Gold Run..........	Oil and Water columns.....Side
165.5	Blue Canon..........	Water Columns.....Side
171.8	Emigrant Gap Station....	Signal 1718
173.0	Smart..........	Signals 1736-1737
185.0	Troy, Snowshed West End Summer Siding..........	Signal 1846
197.0	Eder, East of Snowshed...	Signals 1978-1979
208.0	Truckee..........	Roundhouse portals.....Side
208.0	Truckee..........	Oil sump doorways.....Side
242.9	Reno..........	Transfer track.....Side
242.9	Reno..........	Buffalo Brewing Co. platform.....Side
164.3	Knapp..........	Tunnel No. 1.....Side and Overhead
164.8 200.6	Knapp to Andover........	Snow sheds.....Side and Overhead

SPARKS-ROSEVILLE—WESTWARD

Mile Post	LOCATION	DESCRIPTION
164.8 201.3	Andover to Knapp........	Snow sheds.....Overhead and Side
	Tunnel No. 6..........	Bunker on No. 3 spur.....Side
195.7	West of Donner..........	Tunnel No. 12.....Overhead and Side
195.4	West of Donner..........	Tunnel No. 11.....Overhead and Side
195.1	West of Donner..........	Tunnel No. 10.....Overhead and Side
194.9	West of Donner..........	Tunnel No. 9.....Overhead and Side
194.3	West of Donner..........	Tunnel No. 8.....Overhead and Side
194.1	West of Donner..........	Tunnel No. 7.....Overhead and Side
193.7	West of Donner..........	Tunnel No. 6.....Overhead and Side
181.0	West of Tamarack........	Tunnel No. 4.....Overhead and Side
180.7	West of Tamarack........	Tunnel No. 3.....Side and Overhead
164.3	West of Knapp..........	Tunnel No. 1.....Overhead and Side
132.6	West of Applegate........	Tunnel No. 0.....Side and Overhead
124.5	Auburn..........	Ford & Son Warehouse, hill track.....Side
124.5	Auburn..........	Lowell Warehouse, hill track.....Side
124.5	Auburn..........	Fruit House Track, hill track.....Side
124.5	Auburn..........	House Track, Auburn I. & C. siding.....Side
124.5	Auburn..........	House Track, Ford & Son, warehouse siding....Side
122	West of Flint..........	Cut West of 122.....Side
	West of Flint..........	Cut West of 122-G.....Side
	West of Flint..........	Cut West of 122-H.....Side
	West of Flint..........	Bloomer Cut.....Side
120.1	Newcastle..........	Tunnel No. 18.....Side and Overhead
113.9	Loomis..........	No. 1 Hill track, Earl Fruit Co.....Side
113.9	Loomis..........	No. 1 Hill track, Law Bros., Fruit House.....Side

SACRAMENTO-GERBER

Mile Post	LOCATION	DESCRIPTION
94.9	Ben Ali..........	Cannon Phillips spur.....Overhead and Side
117.0	Lincoln..........	Diamond Match Co., Lumbershed.....Side
	Clayton..........	Stockton Fire Brick Co., spur.....Overhead
140.8	Marysville..........	Strain Warehouse, 9th and B St..Overhead and Side
140.8	Marysville..........	W. T. Ellis Warehouse.....Side
140.8	Marysville..........	Buckeye Mill platform.....Side
122.0	Marysville, E Street......	Yuba Construction Co., platform.....Side
161.4	Biggs..........	Rice Mill Siding.....Side and Overhead

DAVIS-TEHAMA

Mile Post	LOCATION	DESCRIPTION
84.9	Woodland..........	West end of Globe Rice Mill....Overhead and Side
124.2	Williams..........	Bartlett Water Co., shed platform.....Side
124.2	Williams..........	Stoval-Wilcox platform.....Side and Overhead
124.2	Williams..........	Williams Warehouse Co., platform.....Side
149.9	Willows..........	Glenn County Spur.....Side

WYO-HARRINGTON

Mile Post	LOCATION	DESCRIPTION
120.8	Grimes..........	Water Spout.....Overhead
145.9	Princeton..........	Water Spout.....Overhead
150.4	Codora..........	Warehouse.....Side
165.9	Rotavele..........	Elevator.....Side
177.4	Hamilton..........	Beet pulp dryer, 285 feet east of hay barn, Holly Sugar Co.....Side and Overhead

WOODLAND-OROVILLE

Mile Post	LOCATION	DESCRIPTION
111.4	Tudor..........	Water Tank.....Side
112.4	Abbot..........	Earl Fruit Co., bldg. siding.....Side
120.4	Yuba City..........	S.N.R.R. trolley wire, East of depot.....Overhead
135.0	Honcut..........	Station platform.....Side
135.0	Honcut..........	Brown's Warehouse.....Side
147.9	Oroville..........	C. L. Bills cement warehouse.....Side
147.9	Oroville..........	Olive Produce Co. porch.....Side
147.9	Oroville..........	Ice House platform.....Side

SACRAMENTO-PLACERVILLE

Mile Post	LOCATION	DESCRIPTION
91.5	Sacramento, 23rd and R...	Contractors' spur, building.....Side
94.8	Brighton..........	Unloading pit center of track A. Teichert Co. spur
95.9	Perkins..........	Perkins' Store.....Side
98.9	Mayhew..........	Humphrey Packing house platform.....Side
98.9	Mayhew..........	Earl Fruit Co. platform.....Side
122.3	Cothrin..........	Rock Cut.....Side
126.4	Latrobe..........	Rock Cut.....Side
126.5	East of Latrobe..........	Rock Cut.....Side
128.6	East of Latrobe..........	Rock Cut.....Side
148.7	Placerville..........	Water Tank.....Side

SACRAMENTO-ISLETON

Mile Post	LOCATION	DESCRIPTION
92-B	....	Bridge.....Side
93.0	Charles..........	Stock Chutes at 93-A.....Side
	Snodgrass Slough........	Bridge.....Side
113.4	Walnut Grove..........	Pacific Fruit Bldg.....Side

SHASTA DISTRICT

M.P.	BETWEEN		Structure	Height	Crossing
258.2	Redding......	North Street..	Bridge........	21′ 8″	
276.6	Kennet......	Pitt........	Tunnel No. 2...	17′10″	
278.9	Pitt.	Morley......	Tunnel No. 3...	18′ 2″	
286.4	Elmore......	Antler......	Bridge No. 3....	21′11″	Sacramento River
288.9	Pollock......	Antler......	Tunnel No. 6...	21′ 2″	
295.6	Smithson.....	Delta......	Tunnel No. 7...	18′ 6½″	
301.8	Lamoine.....	Gibson......	Bridge No. 6....	21′ 9″	Sacramento River
302.2	Lamoine.....	Gibson......	Bridge No. 7....	21′ 5″	Sacramento River
305.3	Gibson......	Fisher......	Bridge No. 8....	21′ 6″	Sacramento River
305.4	Gibson......	Fisher......	Tunnel No. 9...	17′11″	
306.7	Fisher......	Sims......	Bridge No. 9....	21′ 6″	Sacramento River
307.0	Fisher......	Sims......	Tunnel No. 10..	18′ 1″	
308.6	Fisher......	Sims......	Bridge No. 10...	21′ 6″	Sacramento River
308.9	Gibson......	Sims......	Bridge No. 11...	21′ 6″	Sacramento River
310.3	Sims......	Flume......	Bridge No. 12...	23′ 9″	Sacramento River
325.0	Shasta Retreat	Shasta Springs	Bridge No. 16...	21′10″	Sacramento River
329.4	Cantara......	Mott......	Tunnel No. 12..	18′10½″	
336.7	Mount Shasta.	....	House track....		Sheldon Bldg.
390.9	Thrall......	Hornbrook....	Bridge........	21′ 6½″	Klamath River
411.3	Gregory......	Siskiyou......	Tunnel No. 13..	18′00″	
414.6	Siskiyou......	Wall Creek...	Tunnel No. 14..	18′ 7″	
415.2	Siskiyou......	Wall Creek...	Tunnel No. 15..	18′ 4″	
419.9	Steinman.....	Mistletoe.....	Tunnel No. 16..	18′ 0″	
419.9	Steinman.....	....	Water tank....		
407.8	Dorris......	Calor......	Tunnel No. 1..	21′ 2″	
410.0	Dorris......	Calor......	Tunnel No. 2..	21′ 2″	
427.1	Texum......	Klamath Falls	Highway Bridge	21′ 9″	S. P. Tracks
456.0	Lobert......	Chiloquin...	Bridge......	23′ 7″	Sprague River
438.9	Algoma......	Planer Shed...	Overhead......		
512.3	Lakeview.....	Underwood Lumber Co. Spur.		Starbird Lumber Co. Spur.	

Tracks adjacent to P. F. E. icing platforms at Roseville, Klamath Falls, Ashland and Consumers Ice and Cold Storage Company, Sacramento, have side clearance of less than 7 ft. 8 in.

Employees are warned that it is dangerous to stand erect on top of cars or to ride on side of cars while passing these points and that they must protect themselves from injury.

ALARM BOX LOCATIONS

Box No.	LOCATION	Mile Post
15	300 feet east of east portal Tunnel No. 1..........	...
16	Signal 1707, 500 feet east of west switch Emigrant Gap.....	...
17	150 feet east of crossover Emigrant Gap..........	...
18	Between Smart and Emigrant Gap..........	173
19	Between Smart and Yuba Pass..........	174
21	Between Smart and Yuba Pass..........	175
22	East switch summer siding Yuba Pass..........	...
23	End of shed east portal Tunnel No. 36..........	...
24	West end of center siding Crystal Lake..........	178
25	West end Butte Canyon bridge..........	179
26	200 feet west of west crossover Cisco..........	180
27	End of shed east portal Tunnel No. 39..........	181
28	Between Tamarack and Cisco..........	183
29	¼ mile west of west switch Troy on No. 1 track..........	...
31	East switch Troy..........	186
32	East end lower Cascade bridge..........	187
33	¼ mile east of Upper Cascade bridge..........	188
34	East switch of west run-around track on No. 1 track Norden...	...
35	1000 feet west of west portal Tunnel No. 6..........	193
36	East portal Tunnel No. 6..........	194
37	Between Tunnels No. 8 and No. 9..........	195
38	100 feet east of east portal Tunnel No. 10..........	...
39	West switch Donner..........	...
41	1000 feet east of section house Eder..........	197
42	½ mile east of crossover Eder..........	198
43	Between Eder and Andover..........	199
44	Between Eder and Andover..........	199½
45	300 feet west of west portal Tunnel No. 13..........	200
46	Opposite section house Andover..........	...
47	At Andover station..........	201
48	In turntable house Norden..........	...
49	East switch of run-around on No. 2 track Norden..........	...
51	East switch of siding on No. 2 track Norden..........	...
52	West portal Tunnel No. 41..........	...
53	Center of Tunnel No. 41..........	...
54	East portal Tunnel No. 41..........	...

Code signals following box numbers are as follows:

One—East. Two—West. Three—Broken rail. Four—Track men. Five—Slide. Six—Fire.

LIST OF SURGEONS

LOCATION	NAME	TITLE
San Francisco	Dr. C. A. Walker	Chief Surgeon and Manager.
Sacramento	Dr. A. M. Henderson	Division Surgeon.
Sacramento	Dr. W. W. Cress	Division Surgeon.
Sacramento	Dr. S. G. Christian	Assistant District Surgeon.
Sacramento	Dr. Arthur F. Wallace	Assistant District Surgeon.
Sacramento	Dr. J. Roy Jones	Aurist.
Sacramento	Dr. E. C. Turner	Oculist.
Roseville	Dr. L. E. Jones	District Surgeon.
Roseville	Dr. J. F. McAnally	Associate District Surgeon.
Loomis	Dr. P. D. Barnes	District Surgeon.
Newcastle	Dr. L. B. Barnes	District Surgeon.
Auburn	Dr. J. A. Russell	District Surgeon.
Colfax	Dr. F. Lynn Smith	District Surgeon.
Truckee	Dr. J. H. Bernard	District Surgeon.
Reno	Dr. W. H. Hood	Consulting Surgeon.
Reno	Dr. Horace J. Brown	Division Surgeon, State of Nev.
Reno	Dr. Leo F. Corvino	Associate District Surgeon.
Reno	Dr. C. W. West	District Surgeon.
Reno	Dr. John A. Fuller	Oculist and Aurist.
Reno	Dr. Earle C. Creveling	Emerg. Oculist and Aurist.
Lincoln	Dr. A. W. McArthur	District Surgeon.
Wheatland	Dr. F. W. Didier	District Surgeon.
Marysville	Dr. E. E. Gray	District Surgeon.
Marysville	Dr. Samuel A. Morris	Oculist and Aurist.
Live Oak	Dr. I. W. Higgins	District Surgeon.
Gridley	Dr. W. S. Lavy	District Surgeon.
Biggs	Dr. J. Radford Linn	Emergency Surgeon.
Durham	Dr. J. L. Doyle	District Surgeon.
Chico	Dr. N. T. Enloe	District Surgeon.
Chico	Dr. D. H. Moulton	District Surgeon.
Stirling City	Dr. Harry E. Balch	District Surgeon.
Los Molinos	Dr. James L. Faulkner	District Surgeon.
Gerber	Dr. F. J. Bailey	District Surgeon.
Davis	Dr. Thomas E. Cooper	Emergency Surgeon.
Davis	Dr. Leo A. Cronan	Emergency Surgeon.
Woodland	Dr. Fred R. Fairchild	District Surgeon.
Arbuckle	Dr. H. S. Powis	District Surgeon.
Williams	Dr. Charles F. Keith	District Surgeon.
Colusa	Dr. Virgel E. Hepp	District Surgeon.
Willows	Dr. Frank M. Lawson	District Surgeon.
Orland	Dr. T. H. Brown	District Surgeon.
Corning	Dr. H. H. Beck	District Surgeon.
Oroville	Dr. E. A. Kusel	District Surgeon.
Fair Oaks	Dr. G. M. Kennedy	Emergency Surgeon.
Folsom	Dr. L. H. Sanborn	Emergency Surgeon.
Placerville	Dr. W. A. Reckers	District Surgeon.
Hamilton	Dr. Mary B. Poket	Emergency Surgeon.
Yuba City	Dr. Philip B. Hoffman	District Surgeon.
Yuba City	Dr. B. F. Miller	District Surgeon.
Walnut Grove	Dr. V. W. Pallesen	District Surgeon.
Isleton	Dr. J. H. Leimbach	District Physician and Surgeon.
Lake Tahoe	Dr. C. B. Pedersen	Emergency Surgeon.
Dunsmuir	Dr. E. J. Cornish	District Surgeon.
Dunsmuir	Dr. Eugene V. Anderson	District Surgeon.
Dunsmuir	Dr. J. R. U. Campbell	Associate District Surgeon.
Mt. Shasta	Dr. Jas. B. McGuire	District Surgeon.
Weed	Dr. H. L. Vidricksen	District Surgeon.
Montague	Dr. Chas. Pius	District Surgeon.
Hilt	Dr. Roy F. Schlappi	District Surgeon.
Ashland	Dr. E. A. Woods	Oculist and Aurist.
Ashland	Dr. Harvey A. Woods	District Surgeon.
Red Bluff	Dr. F. L. Doane	District Surgeon.
Red Bluff	Dr. R. G. Frey	Assistant District Surgeon.
Anderson	Dr. G. E. Flora	District Surgeon.
Redding	Dr. C. D. Sewall	District Surgeon.
Redding	Dr. M. J. Murphy	Assistant District Surgeon.
Dorris	Dr. A. B. Gray	District Surgeon.
Klamath Falls	Dr. E. D. Johnson	Division Surgeon.
Klamath Falls	Dr. Chas. V. Rugh	District Surgeon.
Klamath Falls	Dr. Ralph W. Stearns	Oculist and Aurist.
Klamath Falls	Dr. E. D. Lamb	Associate District Surgeon.
Tule Lake	Dr. J. Randolph Barr	District Surgeon.
Chiloquin	Dr. Marvin Nerseth	District Surgeon.
Alturas	Dr. John Stile	District Surgeon.
Lakeview	Dr. C. E. Leithead	District Surgeon.
Yreka	Dr. R. W. Jones	Assistant District Surgeon.

NOTE.—Emergency Surgeons should only be summoned for temporary treatment when prompt attention is required and when patients cannot be sent to or await arrival of Division or District Surgeon.

RATING OF LOCOMOTIVES—SACRAMENTO DIVISION—In M's of 1000 lbs. back of Tender

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Sacramento and Gerber Via Roseville	Roseville to Colfax Via Eastward Track	Colfax to Sparks Roseville to Colfax via Westward Track	Sparks to Truckee	Truckee to Summit	Davis and Gerber Davis and Marysville	Placerville to Folsom	Folsom to Placerville	Folsom to Sacramento	Sacramento to Folsom	Chico to Stirling City	Stirling City to Chico
M-4	M-63 20/28 126	1615 to 1713	190	4300	1050	690	1650	800	3400	1250	780	3750	2300	....	....
M-4	M-63 20/28 128 S														
M-4	M-63 20/28 135 S														
M-6	M-63 21/28 150 S	1725 to 1769, 1780 to 1803.	200	5250	1300	870	2000	1000	4150	1550	990	4600	2850	530	980
M-6	M-63 21/28 153 S	1823 to 1825													
M-9	M-63 21/28 150 S	1806 to 1822	210	5550	1400	930	2150	1050	4400	1650	1050	4850	3000	570	1050
M-9	M-63 21/28 156 S	1826, 1827													
T-1	T-63 20/28 112	2235 to 2271	180	3850	900	590	1400	680	3100	1100	700	3350	2100	370	700
T-26	T-69 21/28 152 S	2283 to 2300	200	4800	1150	750	1800	870	3900	1400	860	4250	2700	440	860
T-23	T-63 21/28 156 S-163 SF	2301 to 2310	210	5550	1350	920	2100	1050	4400	1650	1050	4850	3000	560	1040
T-28, 31	T-63 22/28 162 S	2311 to 2362	210	6050	1500	1000	2350	1150	4800	1800	1150	5300	3250	630	1150
T-32	T-69 23/28 174 S	2363 to 2370 2372 to 2384	210	6150	1450	970	2300	1100	5050	1800	1150	5400	3450	....	....
C-9, 10	C-57 22/30 200 SF	2513 to 2599, 2750, 2752 to	210	6650	1700	1150	2600	1300	5200	2000	1300	5800	3550	....	....
C-9, 10	C-57 22/30 194 S	2860													
C-8	C-57 22/30 192 S	2698 to 2749, 2751													
TW-8	TW-54 21/32 161 S	2914 to 2921, 2923	190	5650	1450	970	2200	1250	4450	1650	1100	4900	3000	....	....
A-3	A-81 20/28 112 S-116 SF	3025 to 3071	210	3800	....	....	....	....	2950	....	....	....	....	....	....
A-3	A-81 20/28 120/B-64 SF	3025 to 3071													
Mk2-4	Mk57 23½/30 206 S	3200 to 3240	210	7650	1900	1250	2950	1600	5950	2200	1400	6650	4050	....	....
Mk2-4	Mk57 23½/30222SF-230SF														
Mk5, 6	Mk63 26/28 210 S-231 SF	3241 to 3277	210	8400	2100	1400	3250	1850	6600	2500	1600	7400	4550	....	....
Mk-7,8,9	Mk-63 29/30 247 S	3300 to 3324	176	9200	....	....	....	....	7200	....	....	....	....	....	....
Mk-7,8,9	Mk-63 29/30 257 SF														
F-4,5	F-63 29½/32306/B-61 SF.	3668 to 3763, 3769	200	11000	2750	1850	4300	2400	8600	....	....	....	....	....	....
F-5	F-63 29½/32306/B-62 SF.	3764 to 3768													
AM-2	AM-63 22-22/28 357-SF	3900 to 3911	210	12150	3150	2100	4800	2700	9550	....	....	....	....	....	....
AC-1,2,3	AC-57 22-22/30 441 SF	4000 to 4048	210	13300	3400	2300	5200	3000	10400	....	....	....	....	....	....
AC-4	AC-63 24-24/32 475 SF	4100 to 4109	235	17350	4450	3050	6800	3900	13600	....	....	....	....	....	....
AC-5	AC-63 24-24/32 483 SF	4110 to 4125													
AC-6	AC-63 24-24/32 517 SF	4126 to 4150	250	18500	4800	3250	7300	4150	14500	....	....	....	....	....	....
AC-7	AC-63 24-24/32 515 SF	4151 to 4176													
AC-8	AC-63 24-24/32 532-SF	4177 to 4204													
Mt-1,3,4,5	Mt-73 28/30 246/B-60 SF.	4300 to 4376	210	8950	2150	1400	3400	1850	6950	....	....	....	....	....	....
P-1, 3, 5	P-77 22/28 141 S	2400 to 2452, 2459, 2460	210	4850	1100	700	1800	950	3800	1350	810	4300	2550	....	....
P-1	P-77 22/28 152 SF														
P-1	P-77 22/28 160/B-54 S	2400 to 2427													
P-1	P-77 22/28 163/B-54 SF.														
P-4	P-77 23/28 155/B-58 SF.	2400 to 2437	210	5350	1250	780	2000	1050	4150	1500	900	4750	2800	....	....
P-8, 10	P-73 25/30 181 SF	2461 to 2474, 2478 to 2483.	200	6750	1550	990	2550	1350	5250	....	....	....	....	....	....
P-8, 10	P-73 25/30 183/B-63 SF.	2475, 2484 to 2491													
P-12	P-73 26/28 189 SF	3120 to 3129	205	7000	....	....	....	....	....	....	....	....	....	....	....
GS-1	GS-73 27/30 262/B-104 SF	4400 to 4409	250	9550	2250	1450	3600	1950	7450	....	....	....	....	....	....
Allowance for Empty and Underloaded Cars	Less than 40 M's			6	6	3	6	3	6	3	3	6	6	6	6
	40 M's to 50 M's			3	3	0	3	0	3	0	0	3	3	3	3
	More than 50 M's			0	0	0	0	0	0	0	0	0	0	0	0

Note: Rating of trains East with two or more locomotives classes AC-4, 5, 6, 7 and 8 will be single rating shown in column 3, Colfax to Sparks, multiplied by number of locomotives used, for the entire district, Roseville to Sparks.

These ratings include the total weight of train, exclusive of engine and tender, which the different class of engines will haul in each direction between the stations shown.

HOSPITALS

GENERAL..............SAN FRANCISCO
EMERGENCY...........SACRAMENTO
" ....ROSEVILLE
" ....GERBER
" ....SPARKS

RATING OF LOCOMOTIVES

NOMINAL CLASS	OFFICIAL CLASS	ENGINE NUMBERS	Boiler Pressure	Ashland and Hornbrook	Dunsmuir and Edgewood Dunsmuir to Black Butte	Snowdon to Edgewood Edgewood to Hornbrook	Hornbrook to Snowdon	Gerber to Dunsmuir	Dunsmuir to Gerber	Black Butte to Grass Lake	Mt. Hebron to Dunsmuir	Grass Lake to Klamath Falls Crescent Lake to Mt. Hebron	Klamath Falls to Crescent Lake	Klamath Falls to Alturas	Alturas to Klamath Falls
T-1	T-63 20/26 112	2235 to 2271	180	410	680	1300	910	1200	2350	1050	1600	3250	1850	1550	660
T-26	T-69 21/28 152-S	2283 to 2300	200	....	800	....	....	1500	....	1350	2000	4100	2350	....	....
T-23	T-63 21/28 156-S-163-SF	2301 to 2310	210	590	1000	1950	1350	1750	3450	....	....	....	....	....	....
T-28, 31	T-63 22/28 162-S	2311 to 2362	210	700	1100	2100	1500	1950	3750	1750	2600	5250	3050	2450	1050
C-9, 10	C-57 22/30 200-SF	2513 to 2599, 2750 ,2752 to 2860	210	800	1250	2400	1650	2150	4200	1950	2950	5850	3400	2750	1200
C-9, 10	C-57 22/30 194-S														
C-8	C-57 22/30 192-S	2698 to 2749, 2751													
C-5	C-57 22/30 187-S	2624 to 2679													
C-5	C-57 22/30 185-S	2680 to 2693													
C-5	C-57 22/30 180	2624 to 2679	200	690	1100	2100	1450	1950	3750	1700	2550	5150	3000	....	....
C-5	C-57 22/30 178	2680 to 2693													
TW-8	TW-54 21/32 161-S	2914 to 2921, 2923	190	640	1050	2000	1400	1850	3500	1650	2500	5000	2900	2300	1000
P-12	P-73 26/28 189-SF	3120 to 3129	205	....	1150	....	....	2200	4300	1950	2900	6000	3400	....	....
MK-2, 4	MK-57 23½/30 206-SF	3200 to 3240	210	930	1450	2800	1950	2500	4900	2200	3300	6700	3850	3100	1350
MK-2, 4	MK-57 23½/30 222-SF-230-SF														
MK-5, 6	MK-63 26/28 210-S-231-SF	3241 to 3277	210	970	1550	2950	2050	2750	5300	....	....	....	....	....	....
MK-10	MK-51 24½/28 206-S	3295 to 3296	180	830	1300	2500	1700	2350	4450	2100	3100	6200	3600	2950	1250
F-4, 5	F-63 29½/32 306/B-61-SF	3668 to 3763	200	1250	2000	3950	2600	3650	6950	3200	4900	9650	5650	4850	2150
F-5	F-63 29½/32 306/B-62-SF	3764 to 3769													
AM-2	AM-63 $\frac{22-22}{28}$ 320-SF	3900 to 3911	210	1500	2300	4350	3050	4050	7650	3650	5400	10600	6200	....	....
AC-1, 2, 3	AC-57 $\frac{22-22}{30}$ 441-SF	4000 to 4048	210	1600	2500	4750	3350	4450	8350	4000	5900	11700	6800	5550	2500
AC-4	AC-63 $\frac{24-24}{32}$ 475-SF	4100 to 4109	235	2100	3250	6200	4350	5800	10900	5200	7700	15200	8900	....	....
AC-5	AC-63 $\frac{24-24}{32}$ 483-SF	4110 to 4125													
AC-6	AC-63 $\frac{24-24}{32}$ 517-SF	4126 to 4150	250	2250	3500	6600	4650	6200	11600	5550	8200	16200	9450	....	....
AC-7	AC-63 $\frac{24-24}{32}$ 515-SF	4151 to 4176													
AC-8	AC-63 $\frac{24-24}{32}$ 532-SF	4177 to 4204													
MT-1,3,4,5	MT-73 28/30 246/B-60-SF	4300 to 4376	210	1000	1650	3350	2300	2850	6200	2500	3850	7750	4500	....	....
GS-1	GS-73 27/30 262/B-104-SF	4400 to 4409	250	....	1750	3550	....	3000	6450	2700	4050	8400	4800	....	....
Allowance for Empty and Underloaded Cars		Less than 40 M's	..	3	3	3	3	3	6	3	3	6	6	6	3
		40 M's to 50 M's	..	0	0	0	0	0	3	0	0	3	3	3	0
		More than 50 M's	..	0	0	0	0	0	0	0	0	0	0	0	0

TRAINMASTERS

E. D. MOODY	SACRAMENTO, CAL.
C. C. FISHER	SACRAMENTO, CAL.
A. F. GREEN	ROSEVILLE, CAL.
H. A. SPRAGUE	KLAMATH FALLS, ORE.
J. B. STARBUCK	DUNSMUIR, CAL.
W. D. LAMPRECHT	DUNSMUIR, CAL.

CHIEF TRAIN DISPATCHERS

O. T. STACKPOOLE	Chief Train Dispatcher	SACRAMENTO, CAL.
D. A. NEELLEY	Assistant Chief Train Dispatcher	SACRAMENTO, CAL.
C. N. JONES	Assistant Chief Train Dispatcher	SACRAMENTO, CAL.
T. F. CUSTER	Chief Train Dispatcher	DUNSMUIR, CAL.
P. B. BELL	Assistant Chief Train Dispatcher	DUNSMUIR, CAL.
W. J. MANLEY	Assistant Chief Train Dispatcher	DUNSMUIR, CAL.

ROAD FOREMEN OF ENGINES

F. E. KEENAN	SACRAMENTO, CAL.
W. C. DAVIS	DUNSMUIR, CAL.

ASSISTANT TRAINMASTER and EXAMINER

W. S. HOOSON	SACRAMENTO, CAL.

E. F. NASSOIY, Assistant Superintendent, Sacramento.
M. L. JENNINGS, Assistant Superintendent, Dunsmuir.

MILEAGE
Main Tracks

			First Track	Second Track
End of Western Division Sacramento	S. P. R. R.		.86	.86
Sacramento Lawton	C. P. Ry.		147.73	149.29
At Elvas (West Wye)	C. P. Ry.		.31	.31
Polk Elvas	C. P. Ry.		4.64	3.00
Davis to Tehama	S. P. R. R.		109.71	
Roseville to California-Oregon State Line	C. P. Ry.		297.50	
California-Oregon State Line to Ashland	S. P. Co.		27.60	
Black Butte to Crescent Lake	C. P. Ry.		181.78	
Paola to Klamath Falls	N. C. O. Ry.	2.31		
	C. P. Ry.	95.41	97.72	
TOTAL MAIN TRACK			867.85	153.46

BRANCHES

Colusa	S. P. R. R.	Harrington to Wyo		71.66
Dantoni	C. P. Ry.	Dantoni Jct. to Dantoni		4.46
Fair Oaks	S. P. R. R.	Citrus to Fair Oaks		2.11
Folsom	S. P. R. R.	Folsom Jct. to Folsom		.99
Fruto	S. P. R. R.	Willows to Fruto		17.20
Knights Landing	S. P. R. R.	Woodland to West of Cunard	9.71	
	S. P. Co.	West of Cunard to Grace	1.20	
	S. P. R. R.	Grace to Binney Junction	26.23	37.14
Lake Tahoe	S. P. Co.	Truckee to Lake Tahoe		14.54
Oroville	S. P. R. R.	Binney Junction to Oroville		25.27
Placerville	C. P. Ry.	Brighton to Beginning S.P.R.R. Track	.07	
	S. P. R. R.	Beginning S.P.R.R. Track to Placerville	54.92	54.99
"R" St.	C. P. Ry.	At Brighton (Link Track)	.32	
	S. P. R. R.	Brighton to "Q" St., Sacramento	4.94	5.26
River Farms	S. P. Co.	Knights Landing Jct. to Boyer		14.21
Stirling City	C. P. Ry.	Chico to Stirling City		31.22
Sutter Basin	S. P. Co.	Grace to Josephine	20.96	
		Marchant to Karnak	2.75	23.71
Walnut Grove	C. P. Ry.	Sacramento to Front and "K" St.	.29	
	S. P. R. R.	"K" St. to "N" St.	.24	
	C. P. Ry.	"N" St. to Isleton	32.94	33.47
Lakeview	N. C. O. Ry.	Alturas to Lakeview		56.16
TOTAL BRANCHES				392.39
TOTAL SACRAMENTO DIVISION				1413.70

AVERAGE TARE WEIGHTS OF PASSENGER TRAIN CARS

CLASS	NOT AIR-CONDITIONED		AIR-CONDITIONED	
	All-Steel	Steel Underframe	All-Steel Cooling Season	All-Steel Heating Season
Baggage—60 ft.	93,070	....	....	....
" —66 ft.	127,610	....	....	....
" —70 ft.	122,620	....	....	....
" —70 ft. (With Auto. End Door)	125,800	....	....	....
" —(Dynamo)	98,730	....	....	....
"	....	87,120	....	....
Baggage & Mail—60 ft.	103,620	....	....	....
" " " —69 ft.	124,760	....	....	....
" " " —70 ft.	129,140	....	....	....
" " "	....	103,590	....	....
" " Passenger	108,675	112,640	....	....
Express Refr.—N. P. Ry.	....	74,000	....	....
" " —A. R. E. No. 40-154	....	78,000	....	....
" " — " " 155-224	....	89,000	....	....
" " — " " 500-506	....	110,000	....	....
" " — " " 1101-1175	....	85,000	....	....
" " —P. F. E. " 500-799	....	83,000	....	....
Express, Horse	133,050	....	....	....
Postal	112,120	....	....	....
Postal Storage—40 ft.	74,530	....	....	....
" " —60 ft.	105,120	....	....	....
Assembly (ACW)	....	....	168,950	168,950
Club......(ACI)	146,210	122,300	172,200	164,700
Official....(NAC)	170,700	155,370	....	....
" (ACW)—Cars 107-128	....	....	182,800	182,800
" (ACW)—Cars 140-141	....	....	195,040	195,040
Chair—60 ft. (ACI)	100,620	....	138,000	132,000
" —72 ft. (ACI)	....	....	165,000	157,800
" —72 ft. (ACW)	....	....	158,700	158,700
" —Streamline—Single (ACS)	....	....	120,900	104,500
" — " —Art. (ACS)	....	....	205,400	172,600
" —74 ft. (ACI)	....	....	180,915	173,125
" —74 ft. (ACS)	....	....	197,944	181,600
Coaches—60 ft. (ACI)	98,130	....	136,100	130,100
" —70 ft. (ACI)	137,640	....	157,800	151,000
" —70 ft. (ACW)	137,640	....	151,000	151,000
" —72 ft. (ACI)	....	....	164,500	157,400
" —72 ft. (ACW)	....	....	153,500	153,500
" —73 ft. 6 in. (ACW)	....	....	163,000	163,000
" —73 ft. 6 in. (ACI)	....	....	168,500	161,200
" —72 ft. (Interurban)	120,000	....	....	....
All-Day Lunch—Chair	105,970	....	....	....
" " —Coach	103,875	....	....	....
Cafe-Coach (ACI)	....	138,600	155,700	149,000*
Cafe-Lounge (ACI)	148,950	161,200	173,500	166,000
" (ACW)	....	....	156,000	156,000
Daylight—(12-car train) (ACS)	....	....	1,344,080	1,147,280
" —Comb. Baggage & Coach (ACS)	....	....	118,940	102,540
" —Art. Chair (ACS)	....	....	203,640	170,840
" —Tavern (ACS)	....	....	130,850	114,450
" —Diner (ACS)	....	....	129,860	113,460
" —Parlor (ACS)	....	....	115,880	99,480
" —Parlor-Observation (ACS)	....	....	118,690	102,290
Diner—70 ft.	....	135,930	....	....
" —72 ft.	155,330	146,930	....	....
" —77 ft. (Arch Roof) (ACI)	156,000	....	170,100	162,700
" —77 ft. (" ") (ACW)	....	....	162,950	162,950
" —77 ft. (Clere Story Roof) (ACW)	....	165,530	169,450	169,450
" —77 ft. (" " ") (ACM)	....	....	189,581	173,836
" —79 ft. (NAC)	169,100	....	....	....
" —80 ft. (Clere Story Roof) (ACM)	....	....	201,323	184,700
Lounge (" " ") (ACI)	....	....	189,800	181,630
" (Arch Roof) (ACI)	....	....	167,500	160,300
" (" ") (ACW)	....	....	164,980	157,780
Observation—75 ft. (ACI)	154,400	....	169,185	161,900
" —77 ft. (ACI)	....	....	194,543	186,166
"	....	141,870	....	....
Pullman—Observation (ACI)	160,800	153,000	177,314	169,200
" — " (ACM)	160,800	153,00 0	192,300	176,300
" — " Lounge (ACM)	171,200	....	194,900	178,900
" — " " (ACI)	171,200	....	187,682	179,600
" —Bedroom (ACI)	167,600	....	183,920	176,000
" — " (ACM)	167,600	....	195,800	179,800
" —Sleeper (ACM)	163,100	....	191,100	175,100
" — " (ACI)	163,100	....	180,075	171,500
" —Tourist (ACM)	153,000	....	185,200	169,200
" — " (ACI)	153,000	....	168,663	161,400
" —49er (ACM)	....	....	1,431,840	1,319,840
" — " Donner Lake (ACM)	....	....	198,540	182,540
" — " Angel's Camp (ACM)	....	....	186,560	170,560
" — " Joaquin Miller (ACM)	....	....	205,450	189,450
" — " James Marshall (ACM)	....	....	201,100	185,100
" — " Capt. John Sutter (ACM)	....	....	200,450	184,450
" — " Gold Run (ACM)	....	....	200,540	184,540
" — " Bear Flag., Cal. Rep. (ACM)	....	....	239,200	223,200
" —Streamliner "City of San Francisco" (ACM)	....	....	1,332,880	1,332,880
Rail, Gas-Electric—400 H.P.	158,400	....	....	....
" " " —600 H.P.	167,200	....	....	....

*Steel underframe.

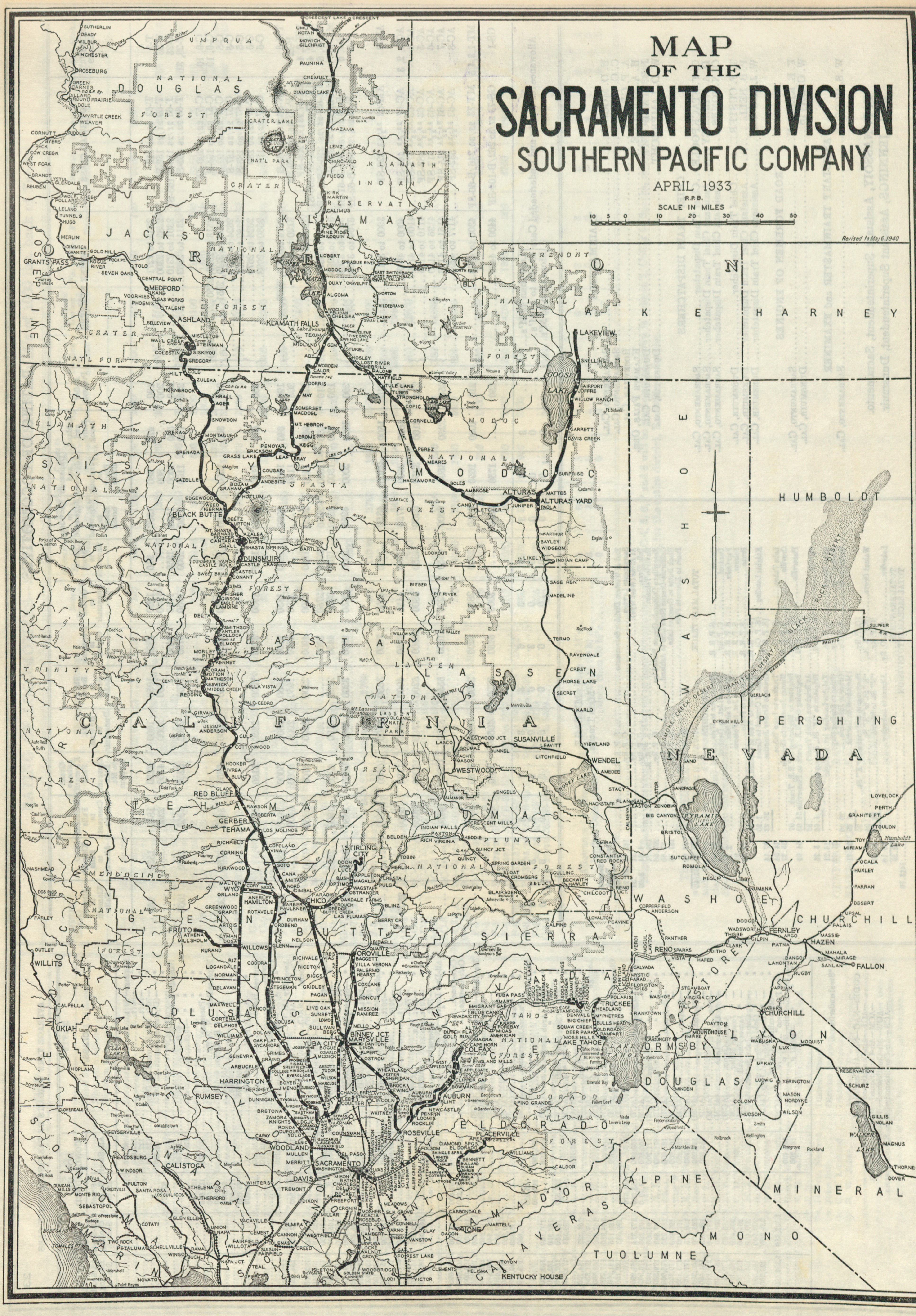
CODE:—NAC—Non-Air Conditioned.
—ACI —Air-Conditioned—Ice System.
—ACM—Air-Conditioned—Mechanical System.
—ACW—Air-Conditioned—Waukesha System.
—ACS —Air-Conditioned—Steam Ejector System.

MAP
OF THE
SACRAMENTO DIVISION
SOUTHERN PACIFIC COMPANY

APRIL 1933

R.P.B.

SCALE IN MILES



10 5 0 10 20 30 40 50
Revised to May 6, 1940
OREGON
CALIFORNIA
NEVADA
DOUGLAS
JACKSON
JOSEPHINE
KLAMATH
LAKE
HARNEY
MODOC
SISKIYOU
SHASTA
TRINITY
LASSEN
TEHAMA
PLUMAS
GLENN
BUTTE
SIERRA
NEVADA
PLACER
YUBA
SUTTER
COLUSA
YOLO
LAKE
MENDOCINO
SONOMA
NAPA
MARIN
SOLANO
SACRAMENTO
EL DORADO
AMADOR
CALAVERAS
ALPINE
TUOLUMNE
MONO
WASHOE
HUMBOLDT
PERSHING
CHURCHILL
LYON
DOUGLAS
ORMSBY
MINERAL
STOREY
UMPQUA NATIONAL FOREST
CRATER NATIONAL FOREST
CRATER LAKE NAT'L PARK
KLAMATH INDIAN RESERVATION
FREMONT NATIONAL FOREST
MODOC NATIONAL FOREST
SHASTA NATIONAL FOREST
LASSEN NATIONAL FOREST
LASSEN NAT'L PARK
PLUMAS NATIONAL FOREST
TAHOE NATIONAL FOREST
ELDORADO FOREST
BLACK ROCK DESERT
SMOKE CREEK DESERT
GRANITE CR. DESERT
GOOSE LAKE
HONEY LAKE
PYRAMID LAKE
WINNEMUCCA LAKE
LAKE TAHOE
WALKER LAKE
CLEAR LAKE
HUMBOLDT LAKE
SUTHERLIN
ROSEBURG
MYRTLE CREEK
GRANTS PASS
MEDFORD
ASHLAND
CRESCENT LAKE
CHEMULT
KIRK
CHILOQUIN
KLAMATH FALLS
LAKEVIEW
BLY
DORRIS
ALTURAS
ALTURAS YARD
HORNBROOK
MONTAGUE
YREKA
GRENADA
GAZELLE
WEED
BLACK BUTTE
MT. SHASTA
DUNSMUIR
DUNSMUIR YARD
CASTLE CRAG
DELTA
KENNETT
REDDING
ANDERSON
COTTONWOOD
RED BLUFF
GERBER
TEHAMA
CORNING
HAMILTON
ORLAND
WILLOWS
CHICO
OROVILLE
STIRLING CITY
GRIDLEY
BIGGS
MARYSVILLE
BINNEY JCT.
YUBA CITY
WHEATLAND
LINCOLN
ROSEVILLE
AUBURN
COLFAX
TRUCKEE
RENO
SPARKS
FERNLEY
HAZEN
FALLON
LOVELOCK
CARSON CITY
MINDEN
SUSANVILLE
WESTWOOD
WESTWOOD JCT.
WENDEL
LITCHFIELD
SACRAMENTO
WOODLAND
DAVIS
WILLITS
UKIAH
CALISTOGA
SANTA ROSA
PETALUMA
NAPA JCT.
SUISUN
FAIRFIELD
PLACERVILLE
IONE
LODI
GALT
KENTUCKY HOUSE
TOMALES PT.
HARRINGTON
RUMSEY
FRUTO